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NISBETS' GEOGRAPHY CLASS BOOKS

EUROPE

BY

W. J. WESTON, M.A., B.Sc.

HEAD OF THE DEPARTMENT OF COMMERCE
THE POLYTECHNIC, REGENT STREET, LONDON

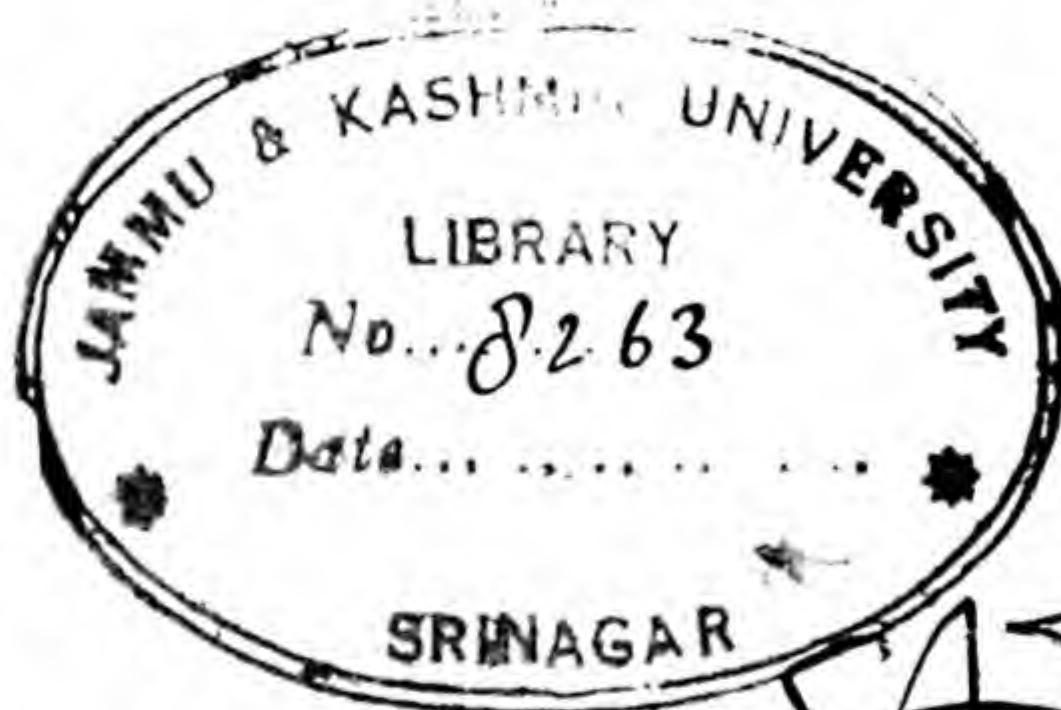


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FOREWORD

THE writer asks the teacher to see in this little handbook an attempt to feed the interest awakened, even in young scholars, in the problems of the Continent. War conditions very effectively brought home to us how intimately our interests are bound up with those of the peoples beyond the Narrow Seas; and the scholars themselves realise how important are the results of the Great War. So far as space will allow, the controlling geography has been brought out clearly, and in this way some light is thrown upon the quite extraordinary difficulties that hindered and delayed the great work of the Peace Conference. The lessons are simple enough for scholars of eleven years of age and upwards. Even young scholars should be led to have some appreciation of the mighty happenings around them, and of the momentous decisions that will probably affect man as long as the world lasts.

The Continent is studied, as will be seen, very largely in reference to the influence it exerts upon our own islands; and, where practicable, points of comparison and contrast with our country have been noted.

As in other books of the series, the exercises and maps are intended to help the scholars to visualise the verbal facts of the text. The questions will set them thinking, and create a desire for further knowledge; this they can acquire for themselves in larger books of reference, dictionaries, diaries, and year-books, such books, in short, as are generally found, or ought to be found, in every local and school library. Text and questions are complementary, and are meant to be used together.

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THE CONTINENT OF EUROPE

I. EUROPE'S PLACE IN HISTORY AND CIVILISATION

The Name "Europe."

The name "**Europe**" was given to the continent, upon the north-west corner of which our islands lie, at a time when Britain lay far off from the dawning civilisation of the world. This civilisation arose around the shores of the great inland water to which the expressive name "Mediterranean" was applied. The countries there—Egypt in the fertile Nile Valley, protected from outside attacks by the surrounding desert; Tyre and Sidon, the forerunners of our modern trading communities; and later Greece and Italy—cultivated and raised to a great height the arts of peace. Britain then lay remote, in a strange sea upon the utmost borders of the known land. Westward was the ocean, full of the terrors of the unknown and unexplored; northward, venturous men came to the barrier of ice-fields.

The world was small in those days. The impassable, waterless, desert region limited it on south and east; the ocean, into which few dared venture, limited it on the west; and the tundras on the north. Europe seemed everything worth consideration, and Europe was then a very limited area. Across and round the **Carpathians** men came to what appeared boundless plains, the home of savage and terrible races of wandering peoples.

The word "Europe" is Greek, and means "the wide prospect": Matthew Arnold says that it probably describes the appearance of the European coast to the Greeks on the coast of **Asia Minor** opposite. Things have changed much since the name was given, since the time when all the history of importance was made and written in the countries of the **Eastern Mediterranean**. Once it seemed that the future of the world depended upon how the war between the Greeks and the Trojans ended; later, the well-being of the world seemed bound up with the fortunes of Rome. To-day Britain is the key-stone in the arch of peace and prosperity for the nations. She is now on the main stream of commerce; the sea that once separated our islands from all that mattered is now the bond that unites us with the whole world.

Greece itself, compared with Britain, is upon a kind of backwater away from the great currents of commerce. Still, we must remember how much modern civilisation owes to the Mediterranean peoples; to the **Greeks** with their power of thought, their wonderful skill in sculpture, the splendid writings they left and which men have never tired of studying; and to the **Romans** with their practical wisdom, their law-making, their ability to organise.

New conditions have arisen, and other peoples are in advance of those that now live in the lands that once ruled the world. But what the **Greeks** and the **Romans** did when the world was younger should not be forgotten.

Europe Proper.

We should, perhaps, regard Europe proper as beginning at the borders of the vast stretch, more than half the total area of the continent, that used to be called Russia.

A level plain interrupted only by the north and south line of mountains, the **Urals**, extends from the Pacific shore of Siberia to Central Europe. For centuries men looked upon this huge plain as the home of wandering tribes that might at any moment make onslaught upon the settled nations to the west. Vienna stood in the gateway of the real Europe.

Long ago the *Huns* looked upon the plain of **Hungary**, ringed by the *Carpathians* and the *Dinaric Alps*, as a vast camp where they could gather strength before making one of their savage inroads westwards. Even yet the Russian is half an Asiatic. The Magyars of Hungary, too, are near kin to the Ottomans. They, however, have shown capacity for settled occupation, and the Magyar kingdom of **Hungary** may now be regarded as one of the states of Europe. It is early yet to speak of the future of the numerous states into which old Russia has been split. We may hope, though, that soon peaceful progress will be resumed, and that the *wheat lands* of the **Ukraine**, the great forests of **Finland**, the *flax-growing districts* round **Riga**, will again take their places in the machinery supplying the wants of man.

Position of Europe.

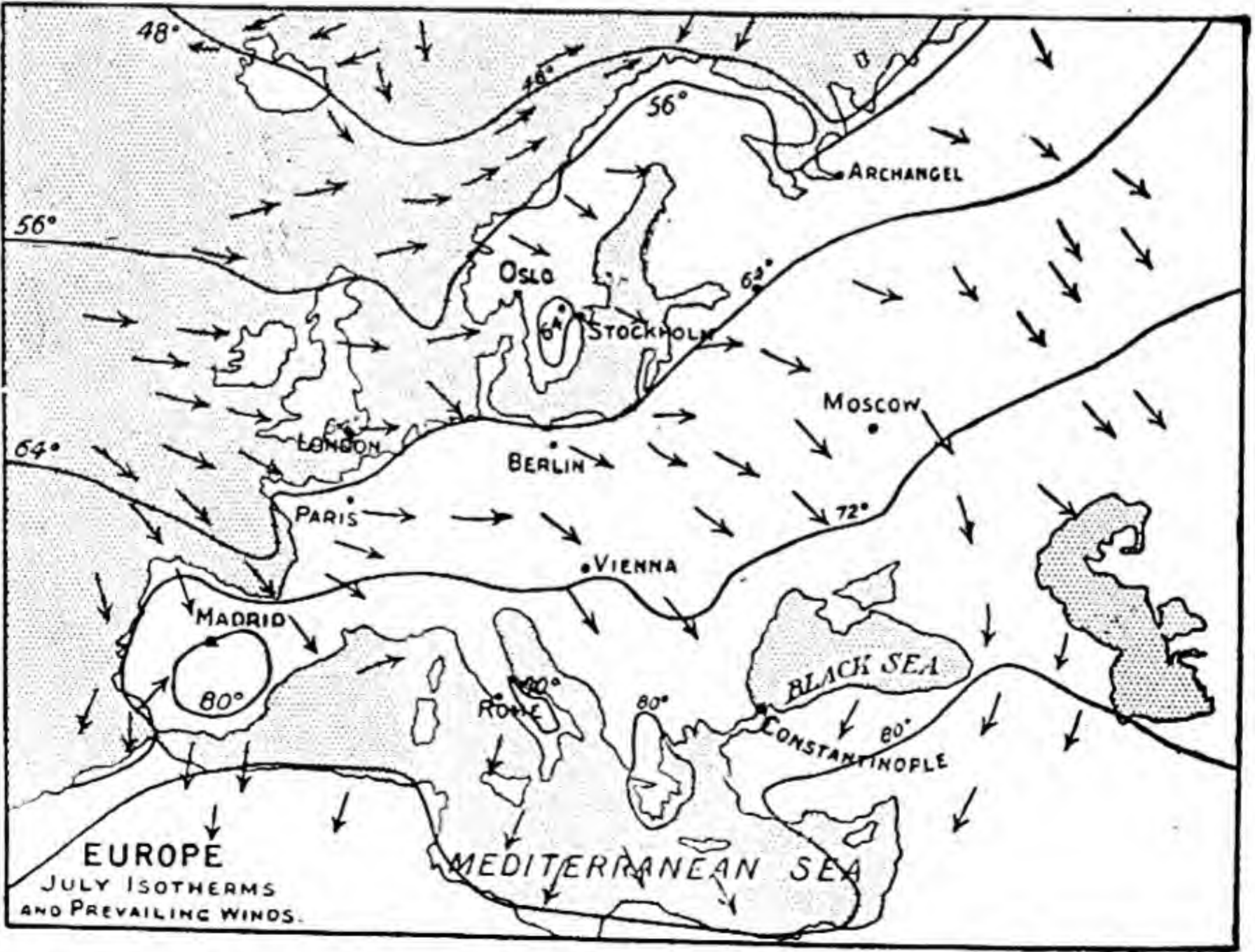
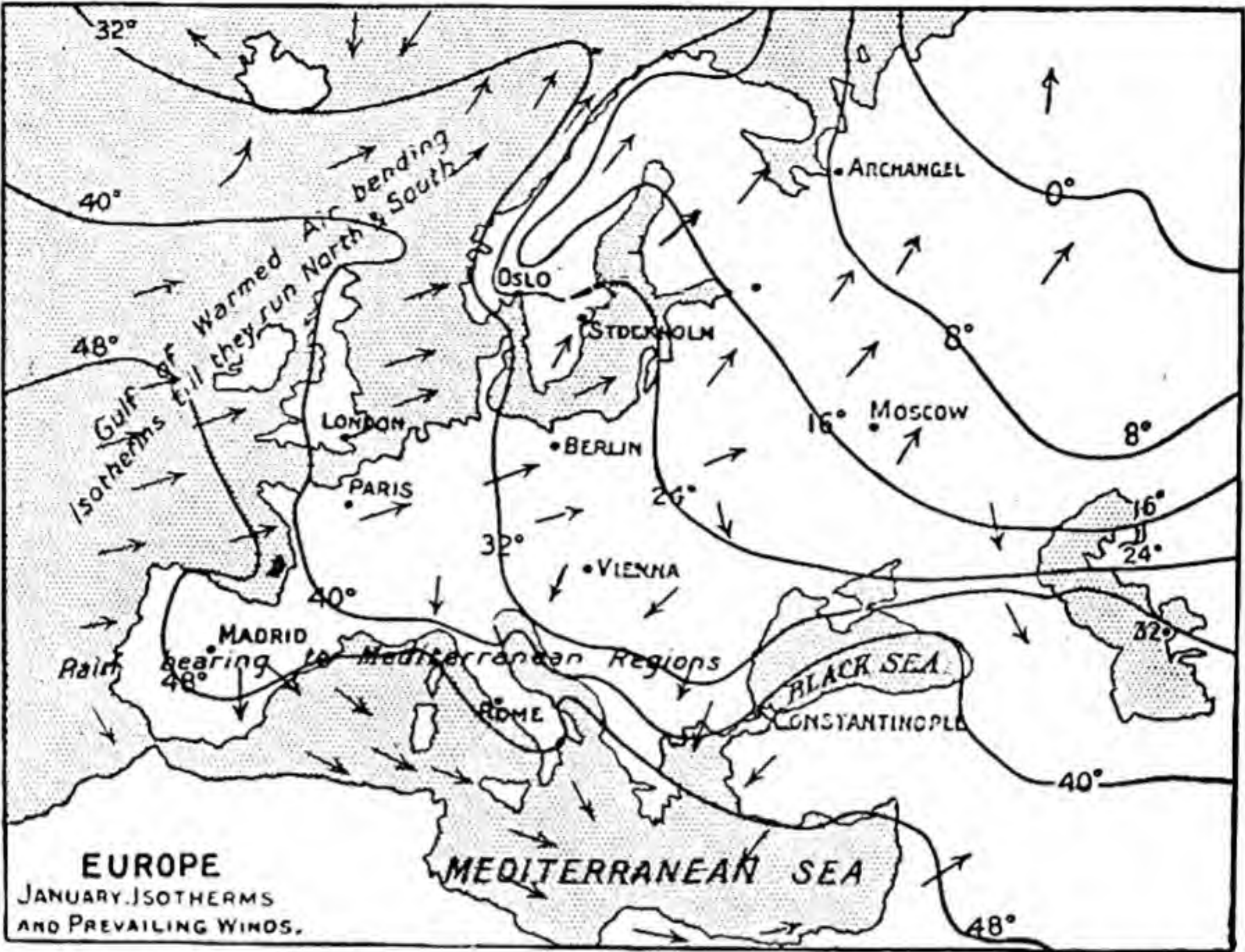
Europe forms the smallest, most broken, and most diversified part of the great land mass that we call the **Old World**. It lies north of the tropics, and does not, therefore, contain any of the forest region of great heat and great rainfall where man is for the moment beaten in his fight against giant vegetation. In that tropical forest man is dwarfed, and hardly more intelligent than the apes with which he competes for the forest fruits.

Plant life, on the contrary, flourishes amazingly. The

trees and plants of Europe, however, are such as man allows to live, such as serve his needs. Nor does Europe contain any of the hot desert region which the countries south of the Mediterranean merge into as they extend towards the Equator. The northern part of the peninsula made up of Norway and Sweden stretches into the **frozen desert region**, where lack of heat, not lack of moisture, prevents plant life. Most of Europe is, however, a comfortable home for man, now that he has adapted the land to his needs.

Two most interesting regions are clearly discernible in Europe. One is the great stretch, unique upon the globe, of land and sea far better warmed than it should expect to be. Our own islands are included in this stretch, and so are the western parts of France and North Spain. During the long mid-winter night even, no iceberg comes near the coast of Norway. The **south-west winds** that prevail, blow over tropically warmed waters. These winds carry heat to the favoured lands, which during winter are in a great gulf of warmed air. It is this air, bringing the warmth of the south, that keeps the seas free from ice, and that permits vegetation to live through the cold season. Across the Atlantic, in North America, lands in the same latitude form part of the frozen desert region of the world, as do also lands in the same latitude in eastern Asia.

The other region is the **Mediterranean region**, of which the peculiarity is the wet winter and early spring, followed by the dry, hot summer. During the winter this region, including, as it does, much of Portugal and Spain, the south of France, Italy, and the Balkan Peninsula, is visited by the **south-west winds** to which we owe our own winter warmth. These are the moisture-bearing winds, and where they blow the desert region is transformed.



As the spring goes on, however, the belt of land containing the hottest part of the globe, the "heat Equator" that is, moves northwards. In our midsummer the sun shines directly over the Tropic of Cancer, and with the heat Equator the whole system of winds moves. The south-west winds are pushed northwards, and the Mediterranean region comes into the area of **north-east trade winds**.

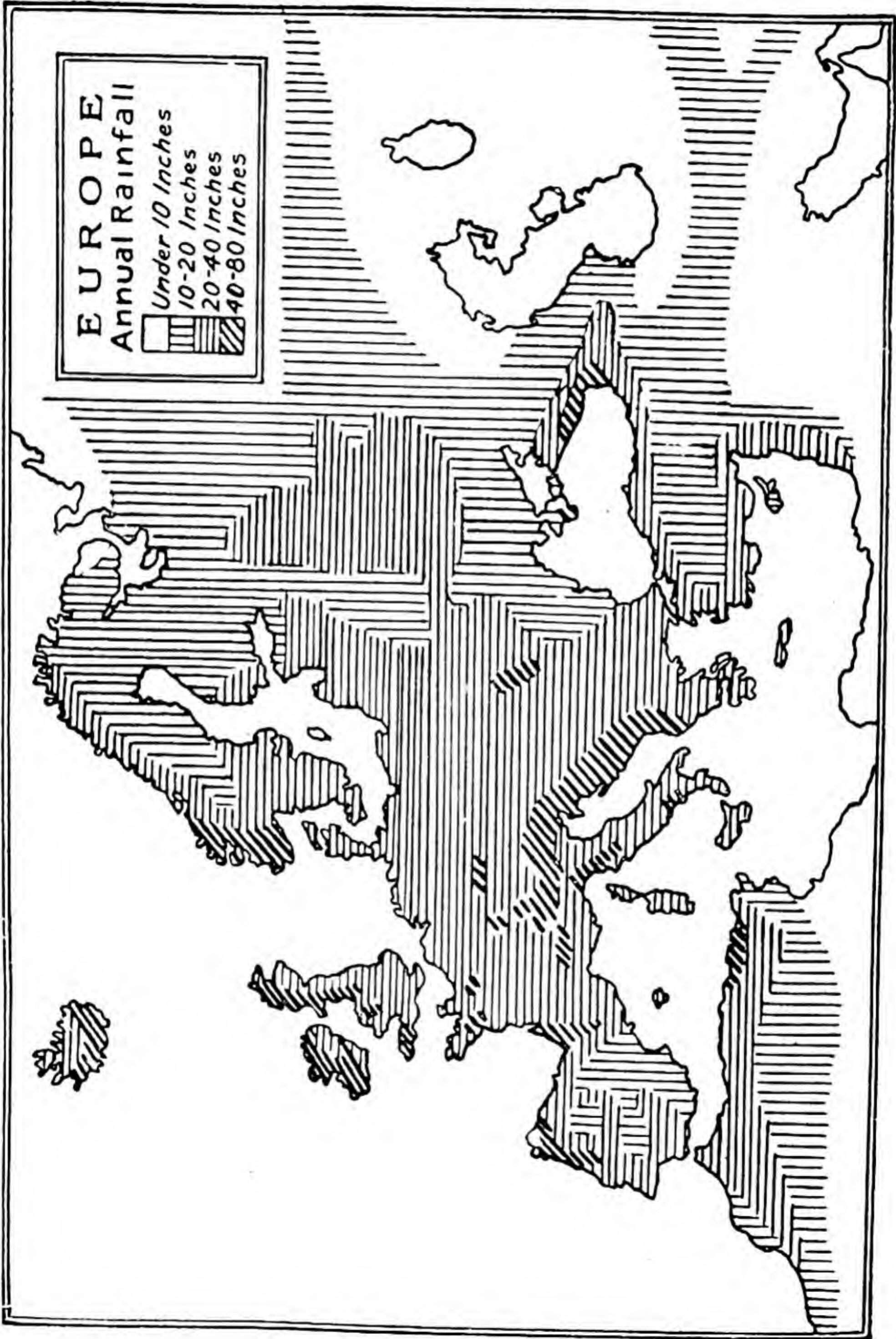
These are dry winds blowing from colder to warmer regions, in Europe, too, blowing across a great breadth of land. During their prevalence scarcely any rain falls. The only plants that can continue life through the dry summer are stunted trees like the olive, with leaves that do not permit much moisture to escape, and with roots that travel over a wide area in search of underground water. The grasses, like wheat, die down during the summer, after having hurried through a short life during the spring months.

The continent, in spite of its small area, is one of many contrasts. And, since it stretches from *Cape Tarifa*, 36° N. of the Equator, to *Cape Nordkyn*, $71^{\circ} 6'$ N., it contains well-marked regions of climate. These regions we now consider.

Climatic Regions.

The amount of rain and the time of year in which it falls are of very great importance. The crops, upon which man and animal depend, are decided by rainfall even more than by heat.

Roughly, we may consider the continent as marked by **rainfall** into three areas. Upon the **Atlantic coast lands** the rain falls chiefly in autumn. It falls, as you will note from your map of the rain distribution, most freely upon the north-west corner of the Spanish



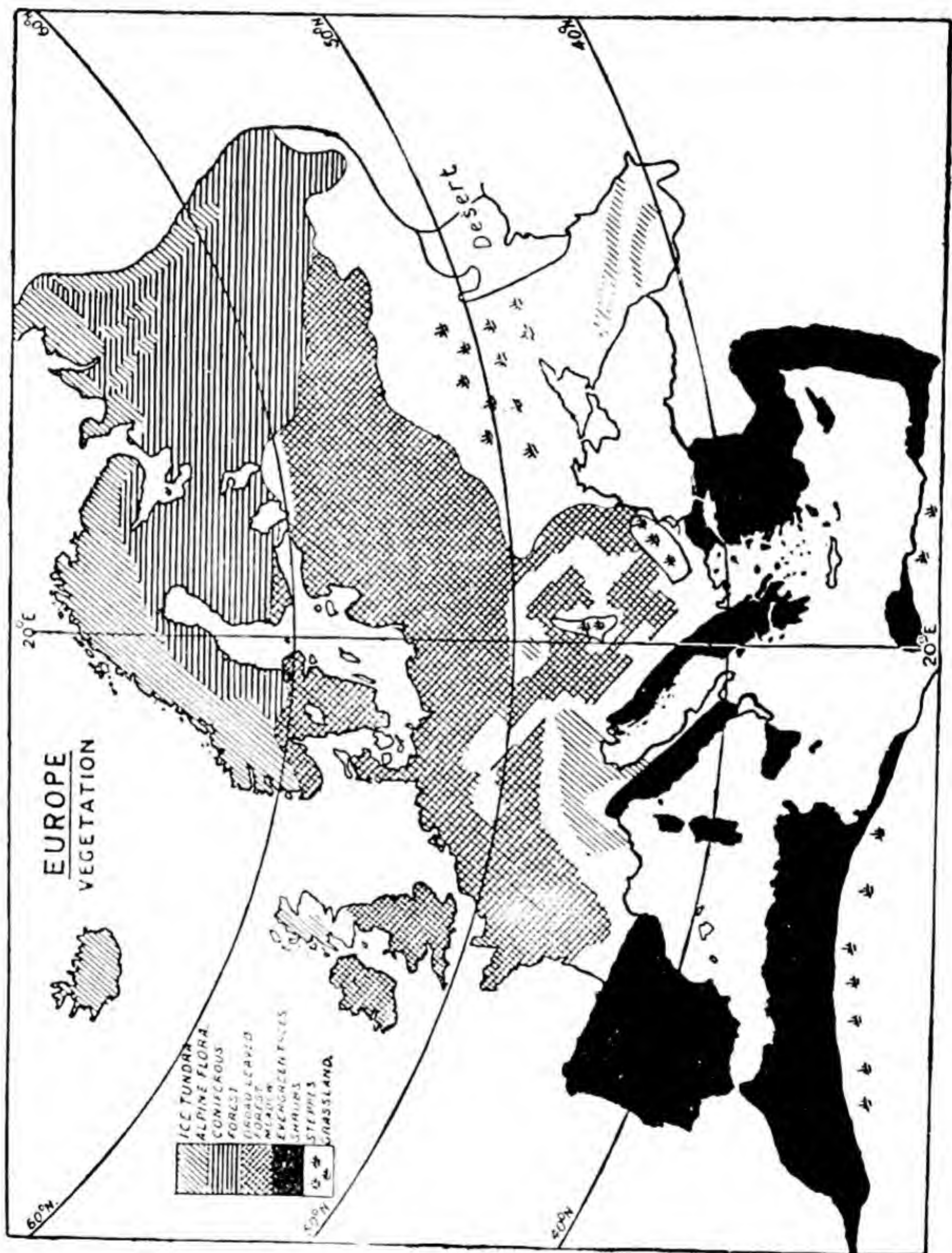
peninsula, the peninsula of Brittany, our western uplands, and the Norwegian seaward slope. In autumn also the sea retains its heat, so that evaporation still goes on freely, the land cools rapidly and causes the rain-bearing winds to part with their moisture.

In the **interior**, the summer months are the rainy months. For then the rain-bearing winds from the Atlantic are drawn in by the heated stretches of land that form the European plain: the great steppes of Russia cause a modified monsoon region; the winds, that is, blow from the sea in the hot summer, from the land during the cold winter. And in the **maritime subtropical Mediterranean region**, as already noted, winter is the rainy season.

The rain winds that have swept across the North Atlantic strike against the Pyrenees, against the mountain mass encircling the plain of Lombardy, and against the mountain barrier along the eastern coast of the Adriatic. Forced upward, the winds become cooler, condensation takes place and heavy rains fall; so that in some districts, during the short rainy period, the soil receives over 60 inches of rain. Such are the western Pyrenees and the western Alps.

In this latter area perpetual and abundant streams have enabled the **Rhine** to carve its way to the North Sea and the Rhone to the Mediterranean. Countless short streams tumbling down the southern slopes bear their tribute to the **Po**, the great river of Lombardy, and the coast regions of Illyria. These are the streams which help to supply Italy with the power she cannot get, as we can, from stores of coal.

This Mediterranean region, with its rains in winter and early spring, so that vegetation must hasten through its yearly growth before the dry hot summer, has been a cradle of the world's civilisation. Man has there



been called upon to toil, to have foresight in order to satisfy the wants of the months when the land is parched, and to adapt himself to the changes of the seasons. Being called upon to use industry and intelligence, he has become a higher creature than the man who, living in a fruitful tropical region, had no need to toil or to provide for the future.

From the Mediterranean region, civilisation spread and developed. North of the Alps thick forest persisted long after the Mediterranean lands had become comfortable homes of man. The land, too, sloping towards the Baltic, was at first ill-drained. During a long period the shores of the Great Sea were peopled by those that tilled the soil, while the lands to the north were the homes of poor hunters or fishers.

Then as man became more able to control nature the countries farther to the north took the lead. Later still, when men learnt how to use the energy stored up in **coal**, this lead became greater. Late in starting though they were, the countries which played the greatest part in making the world European were Britain and Holland, France and Germany. To-day the European population north of the mountain masses is half as much again as the population in the lands to the south, once the most favoured.

Europe peculiar among the Continents.

Perhaps, indeed, were it not for the influence that this region has had upon the world, we ought not to consider Europe as a separate continent. It forms one unit with the much larger land mass, Asia. From this larger mass it stretches into the Atlantic as a peninsula made up of peninsulas. At the summit of each of the two railways that cross the *Urals* are sign-posts having



Europe on the western arm and Asia on the eastern. But there is no real division ; and the way across the wide gap between the Urals and the Caspian Sea has always been open to the wanderers that in successive waves have penetrated from Asia into Europe. Where the Dariel Pass leads over the *Caucasus Mountains* is a similar sign-post ; but there it marks a real division.

In itself, too, Europe contains only one-fourteenth of the land surface of the globe. Still, it has well-marked differences from the larger continent, especially if we regard Russia as belonging to Asia rather than to Europe. It is a mighty peninsula stretching like a great wedge, of which the base is formed by the Ural Mountains and the Ural River, between the northern ocean and the Mediterranean, into the Atlantic. It has a **coast-line** of exceeding length in comparison with its area. And the succession of navigable rivers from the Neva to the Danube are an excellent addition to the fiords of Norway, the great inlet of the Baltic, and the mighty Mediterranean.

Except for the great steppe land of Russia, no part of Europe is far from the sea ; sites for **ports** are everywhere available, and many of the world's chief trading cities are here—London and Liverpool, Marseilles and Bordeaux and Havre, Genoa and Venice, Hamburg and Bremen, Lisbon, Corinth and Constantinople. Its chief distinction is, however, the fact that civilisation and the building of political societies have here their highest development.

The old order of society has passed away, or, as in China and Persia, is rapidly passing. **European ideas** rule the world. The outside communities that play a part on the world's stage at present—the United States and Japan, for instance—are those communities that have either inherited or adopted European ways. Europe

has long been the home of the most enterprising of mankind, and its influence has affected the world.

The people of the United States are only carrying on, in their own way, the work of Europeans ; and there is no part of the globe untouched by European activity. Smallest of the great land masses, it has yet had greatest influence ; for from it have sprung the hardy and intelligent races that have mastered the world. A great European War really meant a World War, and the whole world suffers when Europe is disordered.

Civilisation and the Mediterranean.

In the Mediterranean, an almost tideless sea, where, too, deep water is usually close to land, so that ships can easily take to the sea, **water-borne commerce** began. Men who would have shrunk from putting forth into the great ocean, dared venture along the coasts within sight of known landmarks, such as studded the eastern part of the midland water. In the clear air these landmarks could be made out from far away. Safety of travel, too, was increased by the fact that during the night a wind blew off the land. Under the cloudless sky the land quickly lost the heat it had received during the day, and a breeze blew towards the still warm sea. There is, therefore, during the night always a drift from the land. The merchant from Tyre, or the Phœnician who at length brought his goods to buy the tin of Cornwall, was first ; but the Greek soon followed.

It was a wonderful piece of good fortune for the dwellers around the Mediterranean that a depression at **Gibraltar** gave access to the world of waters outside the straits. The mountains of Morocco appear to be a continuation of the folded ranges that border the interior plateau of Spain, so that the Strait of Gibraltar, like

those that lead into the Black Sea, is a lucky accident of which the traders of Tyre first took advantage. Later, Venice,

“Where St. Mark’s is, where the Doges
Used to wed the sea with rings,”

rose to power and fame, and ruled the waterways.

Venice it was that “held the gorgeous East in fee, and was the safeguard of the West.” Set far inland into the populous plain of Lombardy, though an island protected from land attack by its lagoon, with easy access to Central Europe across the Brenner Pass and an open way round the Eastern Alps, Venice was able to amass mighty riches.

Genoa, whence Columbus went to offer his services to Spain, and where American pilgrims seek the statue of the fearless explorer, also became prominent during the Middle Ages.

The rivers of Lombardy, speeding down the southern Alps with the scourings of the mountains, are extending Italy outwards into the shallow northern end of the Adriatic. The marshy deltas of the *Piave*, the *Brenta*, the *Adige*, and the *Po* are steadily growing in area. The old Roman seaport Ravenna now lies four miles from the coast, and is represented by a few farmsteads and a huge sixth-century church that no one uses. It was once an insular city like Venice; now a wide stretch of downs partly covered with pine forests separates it from the sea.

When the invading tribes from the north entered the fertile plain, shifting mudbanks — where horses could not carry the invaders — were thankfully occupied by those who escaped the storm. These mudbanks were the beginnings of a great state. Fresh water was obtained by means of ever-deepening wells; the loose

material of the lagoons was fortified by piles upon which later rose the great marble palaces of Venice. Gaining new strength from the sea, these poor people laid a foundation strong enough to make a state that flourished for a thousand years.

In like manner, the first settlers on the southern shores of the Baltic were most probably poor outcasts. These, too, found that the sea called forth their energies and developed their powers. They gradually became stronger and founded the Hanse towns that once competed with the Mediterranean powers. Later still, they carved for themselves a way to the North Sea through Holstein. The **Kiel Canal** is an outcome of the keen desire of the German people to find a way to the sun from the bleak Baltic shores.

Even in historic times movements of the land surface may be traced. In the Mediterranean area these movements are especially numerous ; or rather, perhaps, the fact that history began earlier there than farther north makes evidences easier to find. At Zara on the east side of the Adriatic, ancient pavements and mosaics are found below the sea-level. The region round the Narenta mouth has been made into a swamp by the sinking of the land. On the other hand, we have land gains :

“ the hungry ocean gains
Advantage on the kingdom of the shore,
And the firm soil wins of the watery main.”

Where the Rhone is checked in its impetuous race by coming to the sea, and where, therefore, it deposits the burden it has scoured away, the land is extending seawards. Arles is twice as far from the sea as in Roman times, and constant labour must be expended to preserve the harbour of Cette. Adria, after which the Adriatic Sea is named, is now thirteen miles from the sea.

Nor in spite of the movement of trade to the keener races of the north, to Britain especially, have the Mediterranean lands foregone their influences over, and their attractions for man. **Italy** with its glorious scenery, and, at any rate in spring, its genial climate, has been the "Land of Lands" to many of our race. Our writings owe much to it.

Browning sings :

"What I love best in all the world
Is a castle, precipice—encurled,
In a gash of the wind-grieved Appenine."

And he exclaimed :

"Italy, my Italy !
Queen Mary's saying serves for me—
(When fortune's malice
Lost her Calais)—
Open my heart and you will see
Graved inside of it "Italy."
Such lovers old are I and she :
So it always was, So shall ever be !"

The Influence of the Mediterranean.

The countries around the Mediterranean have had much material effect upon the world, but this is by no means all. In those subjects of education which, because they deal with man in his relations to other human beings, we call "The Humanities," the Greek and Latin classics form the most important part. When the foundations of European education were laid, the classics and theology were the main subjects taught. No other language or literature was yet worth study ; there were no histories to be compared with those of the ancients ; there was no philosophy, no law, but that of Greece and Rome. The classics have, therefore, a position in education such as is matched by no other subject.

Our thought, our language, our history, owe much to them. Our philosophy is founded upon Plato and Aristotle. Our whole modern system of law is based upon Roman Law. Our imaginative writings draw largely from the writings of Greece and Rome. The English language is as much Latin as Saxon, while French, Italian, and Spanish are only Latin in modern dress. We should lose much but for the fact that in every generation some few, at any rate, are able to appreciate and interpret for us Greek and Roman thought.

The Tourist of Europe.

Why does the American citizen look upon a European tour as a kind of completion of his education? How is it that the chief industry of Switzerland, the pleasure resort of the world, is the caring for visitors? One reason lies in the remarkable contrast afforded to North America, a continent of things upon a large scale. There is one powerful nation, here are many, inhabiting more or less definitely marked regions.

The American tourist is astonished by the **smallness of the towns and countries** that have played so great a part in the world's history; he learns that England is only half as large as the single state of Colorado, yet that it has fifty times as many people; that Winchester, with its relics of King Alfred, is no larger than the least important of his country towns. He finds that France, which loomed so large in his anticipations, is only slightly larger than California.

He respects these small lands, however, for the part they have played in history; and he has longed to see the great monuments that we sometimes pass by with idle eyes. He looks with reverence upon the things which his country, an infant among nations, is wanting in.

He visits St. Paul's in London, and St. Peter's in Rome. He seeks the lakes, small compared with his own giants, but beautiful in their surroundings, at Killarney and in the Trossachs ; lingers in Versailles, and is silent in the great hall where the League of Nations was formed—the League of Nations to promote which his countrymen were crusaders. Old Edinburgh and its Castle Rock ; the Acropolis of Athens, glorious though in ruins ; the Alhambra, that brings to the traveller in Southern Spain a picture of Moors and Saracens and the strenuous fighting days of old ; the churches and castles along the Rhine, in particular the cathedral of Cologne ; the Kremlin of Moscow ; the famous picture galleries of Paris and Brussels, of Dresden and Rome ; the Vatican and the Forum, ruined Pompeii and its volcano—his tour is incomplete without these.

He finds with surprise, too, that his journeys through the continent are dependent upon the build of the land, whereas in his own continent the great trade routes run east and west almost without troubling about natural obstacles. He finds, however, that even in Europe man can modify nature, and he spares some admiration for the **St. Gothard Tunnel**, which enables South Germany to have an easy route into the Ticino Valley, and the **Simplon**, that takes him from the Rhone Valley into Italy by the longest tunnel in the world (12½ miles).

He comes to study also, amid old traditions, at Oxford and Cambridge, in the art schools of Paris, and before the Great War he went in search of musical culture to Leipzig and Berlin. And he is disappointed if he cannot take home memories of monuments such as he does not yet possess. He visits Stratford-on-Avon, the tombs in Westminster Abbey, Windsor Castle, Kenilworth, and Abbotsford. If he has a drop of Scottish blood in him he must see Ayr and the Burns country. Bingen on the

Rhine, and the now discredited monument to Germania opposite, Napoleon's Arc de Triomphe, the Tell Chapel on Lake Lucerne—these interest him more than our factories, which he thinks old-fashioned and out of date; more than dukes, and earls, and barons, also thought by him to belong to less enlightened times.

Books for further study :

Modern Geography (Miss Marion Newbigin in the Home University Series)—a delightful and most suggestive little book containing much about the story of Europe; *Historical Geography of Europe* (E. A. Freeman); selected chapters from Ruskin's great book, *The Stones of Venice*, will interest and instruct the most advanced pupils.

Questions and Exercises.

1. Examine the map of the Mediterranean and show where deep water comes close to land. What should help the Grecian sailor in finding his way across the Levant? Where do noticeable landmarks not guide the seamen?

2. Can you suggest any reasons why the east, rather than the west, of the Mediterranean first became noteworthy?

3. Suppose that the Spanish mountains had extended to join with the Atlas range; try to imagine what effect that would have had on the southern countries of Europe.

4. Examine the map that shows the lines of equal heat (isotherms), and show how the Baltic Sea is at a disadvantage with the Mediterranean.

5. Trace on your map the southern coast of Europe from the Straits of Gibraltar to Cape Matapan, and show what promontories sailors would give names to as landmarks, what stretches of water they would specially distinguish, and what islands they would name.

6. Show from your map what capes mark the seaward end of the great European mountain ranges.

7. During which parts of his voyage from Newcastle-on-Tyne to Petrograd would the captain of a vessel need to exercise very great care?

8. (a) Below is a little extract from Kingsley's account of the voyage of the Argonauts. Trace the voyage, and state why a voyage we now think so ordinary was then thought a great and perilous feat.

“So they rowed over the long swell of the sea, past Olympus, the seat of the Immortals,

and past the wooded bays of Athos, and Samothrace, the sacred Isle, and they came past Lemnos to the Hellespont, and through the narrow strait of Abydos, and so on into the Propontes, which we call Marmora now. But the Argonauts went eastward, and out into the open sea, which we now call the Black Sea, but it was called the Euxine then. No Hellen had crossed it, and all feared that dreadful sea, and its rocks, and shoals, and fogs, and bitter freezing storms ; and they told strange stories of it, some false and some half true, how it stretched northwards to the ends of the earth, and the sluggish Putrid Sea and the everlasting night, and the regions of the dead. So the heroes trembled for all their courage, as they came into that wild Black Sea, and saw it stretching out before them, without a shore, as far as eye could see. . . . And they went on past many a mighty river's mouth, and past many a barbarous tribe, and the cities of the Amazons, the warlike women of the east, till all night they heard the clank of anvils and the roar of furnace-blasts, and the forge-fires shone like sparks through the darkness in the mountain glens aloft ; for they were come to the shores of the Chalybes, the smiths who never tire, but serve Ares, the cruel war-god, forging weapons day and night. And at day-dawn they looked eastward, and midway between the sea and the sky they saw white snow-peaks hanging, glittering sharp and bright above the clouds. And they knew that they were come to Caucasus, at the end of all the earth, Caucasus the highest of all mountains, the father of the rivers of the East. On his peak

lies chained Titan, while a vulture tears his heart ; and at his feet are piled dark forests."

(b) Where are the places (mentioned below) that the Argonauts passed ?

"Then they came to the straits by Lilybæum, and saw Sicily, the three-cornered island, under which Enceladus the giant lies groaning day and night, and when he turns the earth quakes, and his breath bursts out in roaring flames from the highest cove of Etna, above the chestnut woods. And there Charybdis caught them in its fearful coils of wave, and rolled mast high above them, and spun them round and round ; and they could go neither back nor forward, while the whirlpool nicked them in."

(c) Could you correct any of the erroneous opinions of the Argonauts expressed in the above two extracts ?

"The chief city of the Netherlands, the commercial capital of the world, was Antwerp. In the North and East of Europe the Hanseatic League had withered with the revolution in commerce. At the South, the splendid marble channels through which the overland India trade had been conducted from the Mediterranean by a few stately cities, were now dry, the great aqueducts ruinous and deserted. Verona, Venice, Nuremberg, Augsberg, Bruges, were sinking ; but Antwerp, with its deep and convenient river, stretched its arm to the ocean and caught the golden prize, as it fell from its sister cities' grasp." (MOTLEY, writing of Antwerp in the sixteenth century.)

9. Why was Antwerp so favourably situated for trade under the new conditions mentioned in the above extract ?

II. COMMUNICATIONS : SEA, RIVER, RAIL AND CANAL

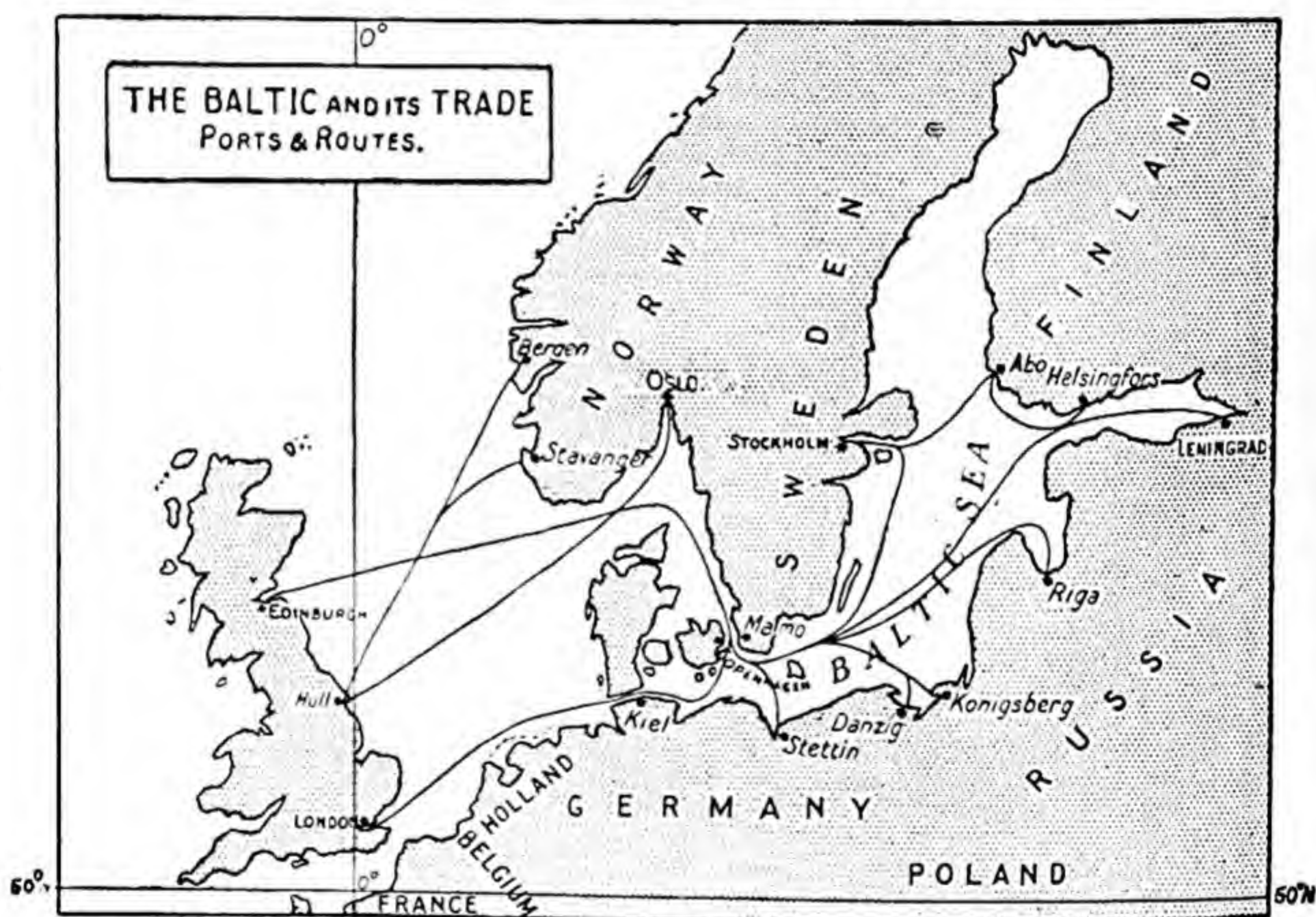
The Ferry Towns.

The United Kingdom is dealt with in another book of this series. Here we consider it only in its relation to the Continent. How should we reach the mainland? By what routes should we travel when there? In what ways do the nations on the Continent compete with us, how do they co-operate? Examination of your map will show you the ferry towns from which, in peaceful days, boats ply at short intervals across the narrow seas.

Begin with **Aberdeen** and come down the coast. From Aberdeen we reach the great fishing town of **Bergen** on the coast-road of Norway, on an island between the deep roads into the country provided by the Hardanger Fiord and the Sogne Fiord. From **Leith** we can sail to **Oslo**, the capital of Norway; to **Hamburg**, before the Great War the largest seaport on the Continent, but now sadly decayed; and to the Dutch Rhine port, **Rotterdam**. From **Newcastle** or **Sunderland** we reach the Swedish port of **Göteborg**, which has the great advantage over the Baltic ports, many of them much farther south, of being kept free from ice by the south-west winds. So frequent are the boats plying across the narrow seas that we may well call these towns ferry towns.

The Humber ports, **Hull** particularly, have much

intercourse with the Baltic ports, and with the Danish port **Esbjerg**. **Harwich** has of late become exceedingly important as the station for a ferry to **Rotterdam**, **Antwerp** and **Ostend**. And as we come to the narrow Channel, we have a succession of busy ferry towns, **Dover** and **Folkestone** to **Calais** and **Boulogne**, **Newhaven** to **Dieppe**, **Southampton** to **Le Havre**, the outlet of the Seine Valley, and to **St. Malo**, **Weymouth** to the



Channel Islands, which are the last remains of the former extensive oversea possessions of our Norman kings. During the Great War, the Navy tells us with justifiable pride, these Channel ferries were kept working without the loss of a single transport. The English Channel is a stretch of water along which storms from the Atlantic are frequent. The danger of foreign invasion is lessened by this fact, but so is free intercourse also.



Routes through Europe.

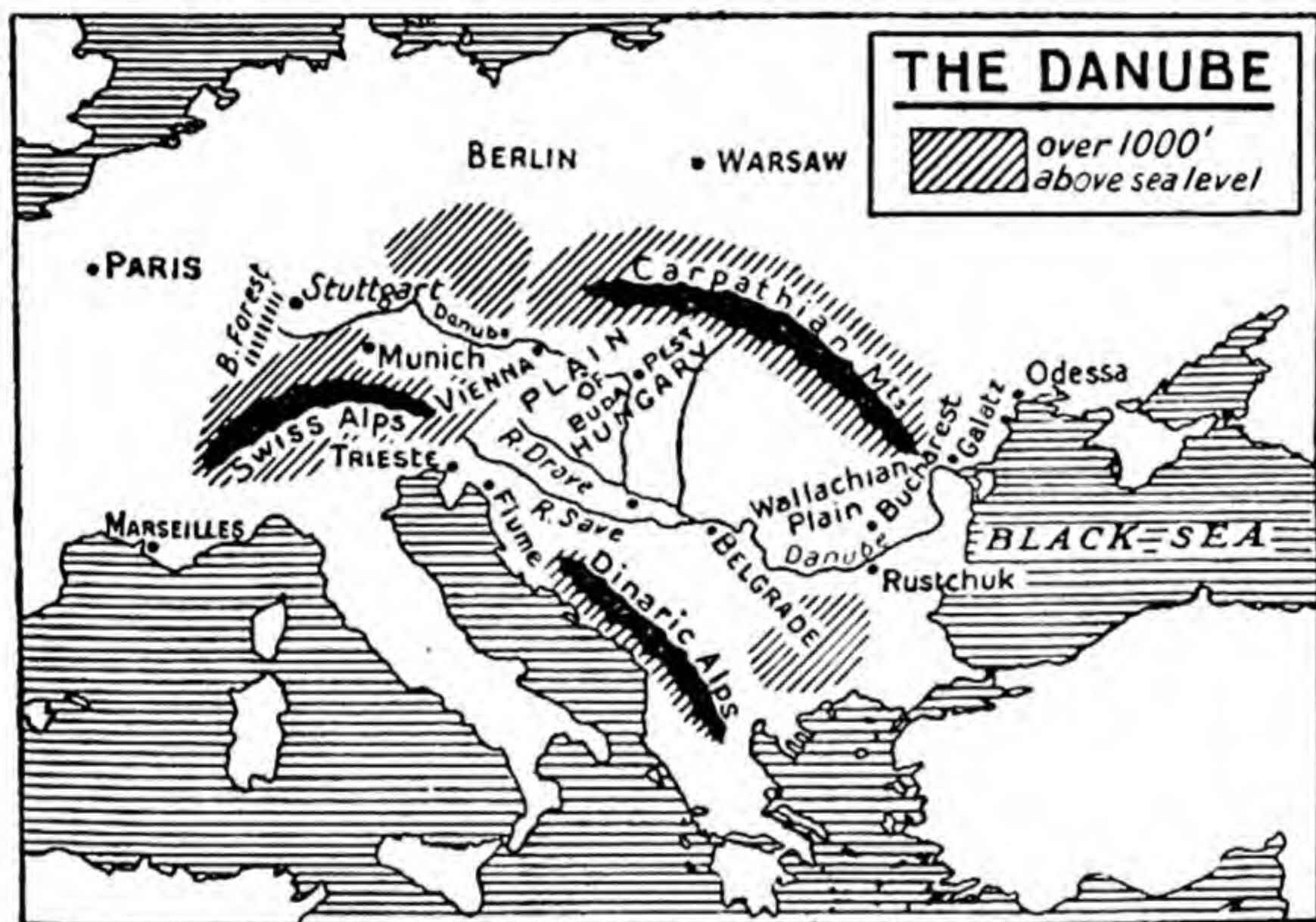
Having arrived at Havre from Southampton, we may make a railway journey to the much-contested city, **Constantinople**. The railway travels up the Seine Valley through the cotton-manufacturing town, **Rouen**, with its reminiscences of Joan of Arc, and takes us to **Paris**, the chief city of France, finely situated in the centre of the Seine waterways (easily accessible to **Orleans** and the Loire Valley), and thence by the Poitou Gate to **Bordeaux**. From Paris the line runs up the Marne Valley, and towards the Rhine gorge, past the fortress city, **Nancy**, to **Strasbourg**, now again in France.

A climb over the Black Forest uplands leads to **Stuttgart**, famous for its pictorial printing, and along the northern slope from the Alps to **Munich**, near the fields of Hohenlinden. Then, down the grand river Danube, the line goes through **Vienna**, once the proud capital of Austria and always, it would seem, destined to be a mighty city, and the twin city **Buda-Pest**, the chief city of Hungary. Study the map that shows the wonderfully favourable site of **Vienna**; and you will realise that, though at present the town is a wreck of its former greatness, **Vienna** must revive.

Thence still keeping near the great waterway, the line reaches much troubled **Belgrade**, lately the chief city of Serbia, but now the capital of the much more extensive Jugo-Slavia; uses the valley of the Morava to climb over the Balkan heights to **Nish**; winds over the Dragoman Pass to **Sofia** in Bulgaria, and descends the Maritza Valley towards **Adrianople** and **Constantinople**. Till it begins to climb up the Morava Valley from Belgrade to Nish, the railway, you notice, follows for half its course the natural path carved out by the mighty Danube—the largest, though not the longest, stream of Europe. At

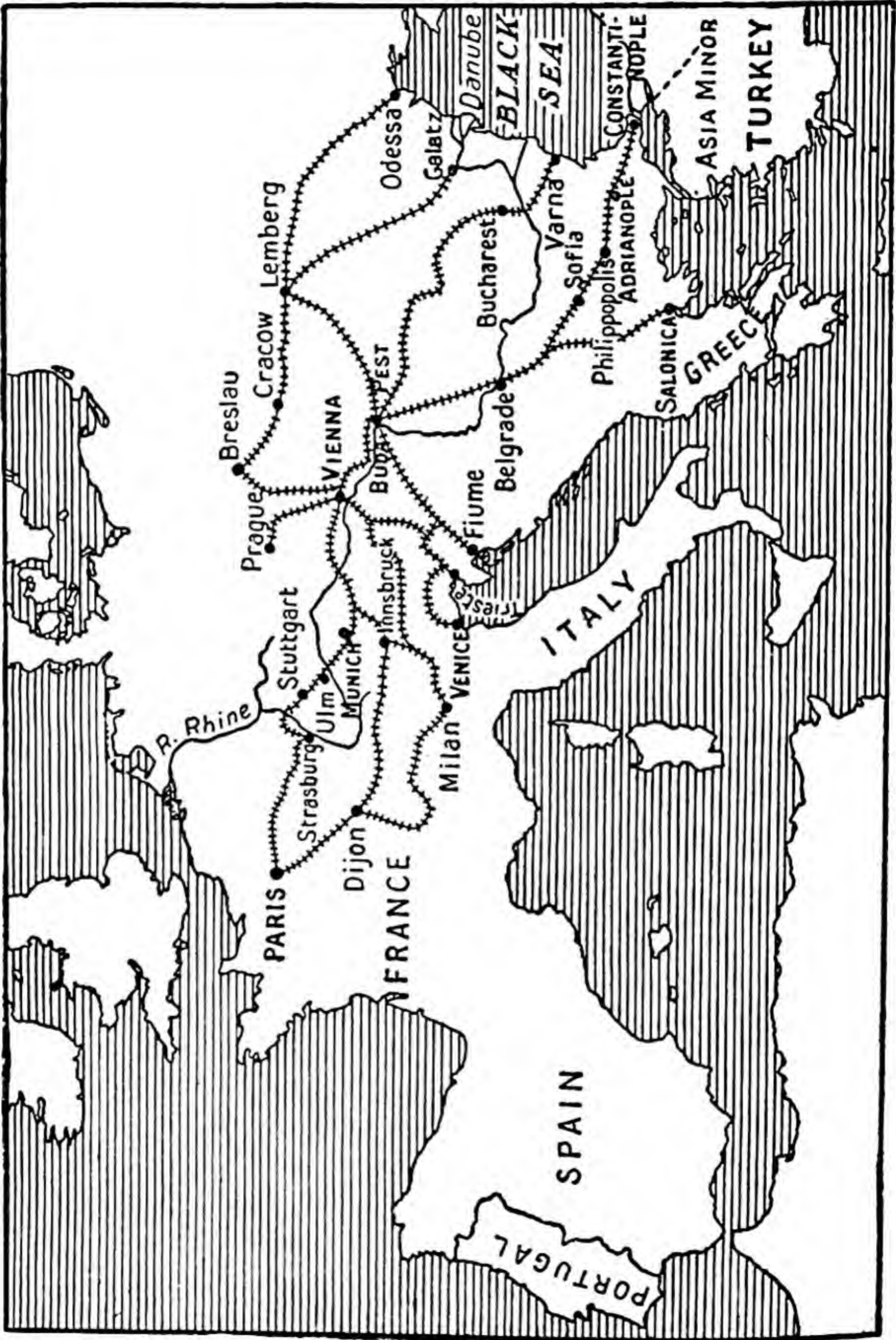
Vienna a line that has climbed with difficulty over the Semmering Pass from the Plain of Lombardy and Venice joins the trans-continental line. This route is the Orient-Express route by which travellers can pass in comfort across the Continent. Follow the route on the map on p. 32.

Of the trade centres last mentioned **Vienna**, in dismal state at present, cut off from coal and other supplies, lies



helpless; but it must revive. From **Genoa** the Alps and the Carpathians stretch across Europe, except for one break, where across the Semmering Pass a road from the sea into the heart of the Continent passes to the north-east through Vienna and the Carpathian gate. Also through Vienna, across this route, lies the great Danubian waterway. Vienna stands where the river emerges from the gorge between the Alps and the Bohemian uplands and looks down to where, through the Iron Gate between the Carpathians and the Balkans,

ROUTE. PARIS-CONSTANTINOPLE
CITIES OF THE PLATEAU



the Danube enters upon its lowest course to the wheat port, **Galatz**, and the Black Sea.

Paris we might take, too, as our starting-point eastward across the great European Plain. The great trunk line linking the cities on the plain does not, certainly, wind about as the line to Constantinople is forced to do by the mountain masses. It is not, however, planned in an almost straight line, as many of the American lines are. There the towns have followed the railway, growing up at convenient spots along its course ; here the towns were already in being before railways were made, and the line directs itself towards them. The cities of the plain, linked by the iron road, are shown on the map (p. 32).

From Paris the line, ascending alongside the Oise, passes by the places we now know so well, **St. Quentin**, and **Cambrai**, and **Mons**, to **Namur**, skirting the northern slopes from the highland mass, the Ardennes, which fill the southern part of Belgium. From Namur it accompanies the river Meuse to **Liège** ; and then crosses the water-parting to the Rhine at **Cologne**. Through the German industrial region, past **Essen** in the Ruhr Valley, and **Hanover**, the line reaches **Berlin**. Eastward, over four hundred miles across the plain, is the Vistula and **Warsaw**, the chief town of the newly made state of Poland. From Warsaw three great arms diverge across the vast Russian Plain, one to **Leningrad**, once the capital of dismembered Russia, another across to **Moscow**, now it would seem the seat of government of the new Russia, the third south-east to the Black Sea port, **Odessa**. The huge Trans-Siberian line from Moscow to the Volga at **Samara** transports one in peaceful times to the Far East and the Pacific.

One other route may well be studied for a minute or two, the route from **Calais** through Paris to the south of Italy. This is the **Overland Route to India**, and it avoids

the tedious and at times stormy voyage down the English Channel, through the Bay of Biscay, round Spain through the Straits of Gibraltar, and through the long stretch of the Western Mediterranean. From Paris is an easy climb over the Cote d'Or to the Saône Valley and **Lyons**, where Rhone and Saône mingle their very different streams. From Lyons, by one of the earliest Alpine Tunnels, the Mont Cenis, the line enters the plain of Lombardy and the Italian industrial region by the gate of **Turin**. From Turin, skirting the Adriatic slopes of the Apennines, linking all the important coast towns, the line goes through **Bologna** and **Ancona** to **Brindisi**, which rose to renewed importance during the Great War.

The Waterways of Europe.

Waterways were used long before railways came into being. In Europe they have, since the beginning of intercourse between peoples, played an important part, and are still worthy competitors of the railways. The **Rhine** was the great highway along which English wool went towards the busy towns of Lombardy, there to be turned into cloth.

The **Danube**, too, provides a magnificent waterway through most of its course. In ordinary times an immense amount of grain and of animal products from the Danubian States and from the Hungarian Plain passes down it to the Black Sea ports. It is unlucky, however, that its outlet is in an almost landlocked sea, where ice at times impedes navigation.

The **Volga**, much the longest river in Europe, sweeping across the vast Russian Plain, is an excellent substitute for road and rail. Worse off in this respect than the Danube, its waters come to a dead end in the Caspian Sea. There is, moreover, as we might

expect, far more use made of canals than in America, or even in our country, where the canals have been forced into becoming a very minor branch of the railways.

Holland is a land of canals ; and, the policy of the country being to encourage commerce, all trade through the canals is free. The *North Sea Canal*, from **Ymuiden** to **Amsterdam**, enables vessels to reach Amsterdam without the journey through the *Zuider Zee* ("South Sea," a name given to the outlet in order to distinguish it from the North Sea). From **Rotterdam** a sea channel, called the *Nieuwe Waterway* (the "New Waterway"), brings up ocean vessels that would be unable to navigate the shallow channels into which the Rhine separates at its delta.

Holland, by its many and most varied waterways—from ship canals to tiny channels for irrigation—is to an even greater extent than Venice a triumph of man over nature. Its people are like a garrison holding their land against the floods of the rivers that wind sluggishly through, and against the beating of the North Sea breakers. The Rhine waterway allows stone to be brought from Germany, so that now the defending dykes are constructed of basalt columns. Upon this shifting edge of Europe, built up of the dust of the Alps, signs of man's ingenuity in overcoming his drawbacks are everywhere apparent. Dredging and digging, by windmills and other appliances, are even to-day making great tracts of what was neither sea nor good dry land into waters that help trade, or into land where men may build and live.

Even though sea-going ships now sail on the *Zuider Zee*, Dutch engineers are seriously thinking of winning back to their country the land lost in the most terrible attack by the sea. Already steps have been taken in

this direction. Money has been voted by the Dutch Parliament, plans have been approved, and the water will, at no distant date, be excluded and the area of pasture land greatly increased. In Holland, as in Venice, traffic is by water rather than by land; there is a network of canals, and Dutch scenery is never without the accompaniment of brown sails among the willows that skirt the banks.

France, too, makes much use of her inland waterways. The Seine has been made navigable for small steamers as far as **Paris**, and during the Great War our barges conveying ammunition and food and supplies of all kinds went up the Seine and the Oise, up the network of canals that stretches inland from **Calais** and **Dunkirk**, quite close to the firing line.

The East Canal (*Canal de l'Est*) provides a waterway from the Aisne and Marne to the Saône. The Central Canal (*Canal du Centre*) joins the Saône to the Loire. Through the gap between the Vosges and the Jura Mountains, where the fortress of **Belfort** has been placed as a sentry, a canal joins the Rhone and Rhine systems. By means of the Southern Canal (*Canal du Midi*), connecting the Garonne with the Aude, it is possible to travel by water from the Atlantic at **Bordeaux** to the Mediterranean at **Narbonne**. Little traffic passes along this waterway, which, however, appears as though it should develop.

In **Germany** as in France, the great rivers Elbe, Weser, Oder have been deepened and connected by canals: from **Dortmund**, one of the important iron towns in the Ruhr Valley industrial region, a canal to the river Ems and so to **Emden** gave the products of this region an outlet in German territory. **Berlin** is connected with the Elbe and the Oder by canal. Most important of all is the *Kiel Ship Canal* between **Brun-**

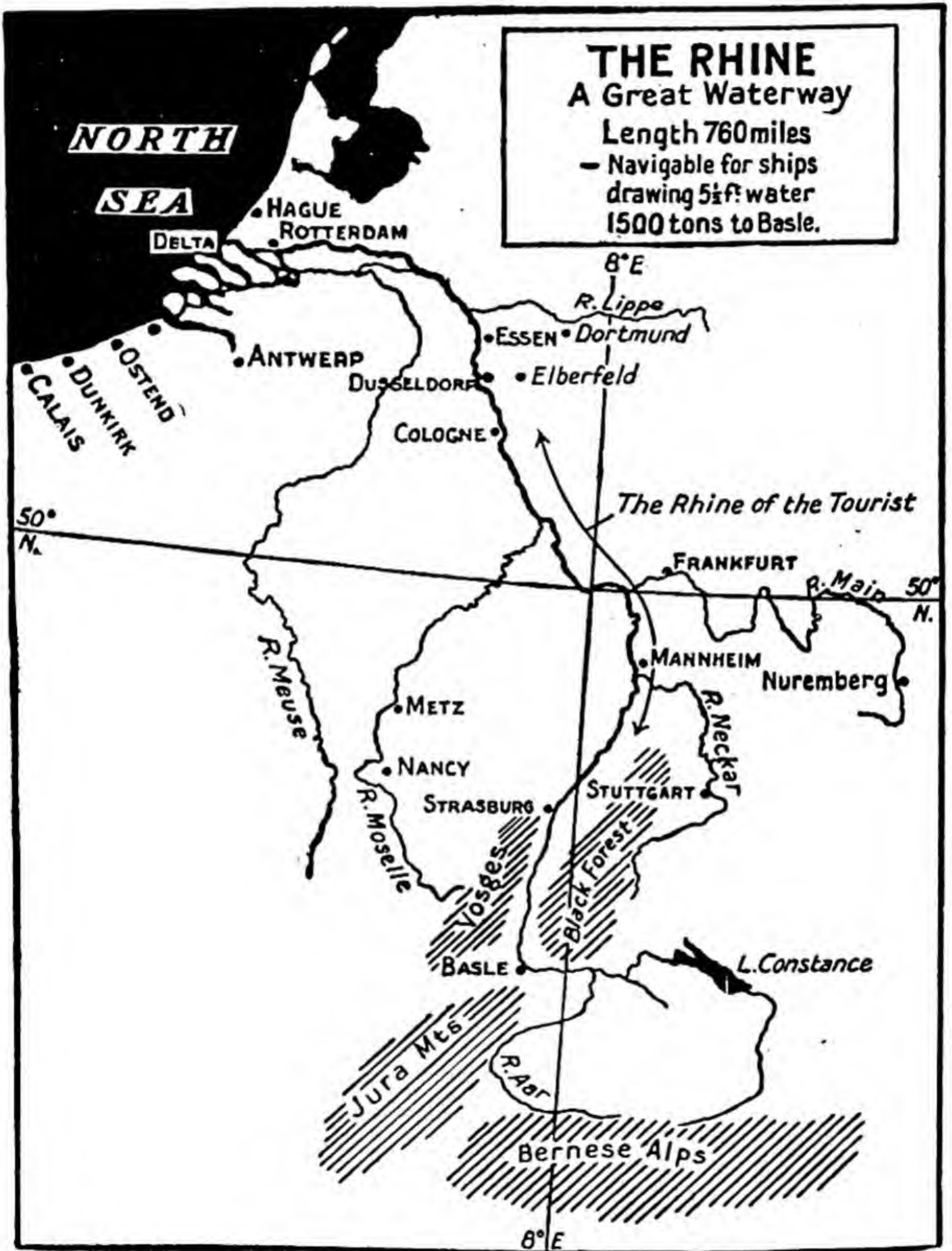
buttel on the North Sea to **Kiel** on the Baltic. Examination of your map will readily show you the immense worth of such a canal.

In the Plain of Lombardy innumerable canals have been made to provide irrigation during the dry, hot summer months. Irrigation canals have been dug, too, in the fruit-growing districts of Southern Spain, so that during the summer—when the dry north-east winds parch the land—some water may be available for the thirsty plants.

The Rhine.

The Rhine is of such great importance that we may spend a little longer over it. Beginning in the massive fold of rock that fills Switzerland and Northern Italy, it has carved its way among the highest Alps to the temporary resting-place, Lake Constance. The *Reuss*, gathering up the drainage of the Swiss lake region, bearing contributions from **Zurich** and **Neuchâtel**, joins the Rhine before it is bent northwards by the obstacles of the Vosges. Fed during the hottest season by the melting of the perennial snows that crest St. Gothard and other giants of the Alps, it provides an ever-ready waterway from where it finishes its rapid upper course, at the Falls of Schaffhausen, to its delta. During the hot summer, when most streams tend to fail as waterways, the Rhine is in full flood; for it has a boundless reservoir in the snows and glaciers of the Alps. By this Rhine waterway 5000-ton barges transport British coal to South Germany and Switzerland; under the great bridge at **Cologne** our own war vessels have rested.

Leaving the mountain state at Basle the Rhine runs through the gorge between the Vosges Mountains and the Black Forest uplands. This deep, narrow way



between the lofty ground rising abruptly on both sides is the wonderland of the Rhine, the beautiful stretch of the river—with castle-crowned rocks, with vine-trees about the peaceful farmhouses, with clusters of curiously built dwellings bringing again a breath of the far-off turbulent Middle Ages—that visitors are reluctant to leave.

At **Strasbourg**, the trunk line of railway, the Orient-Express route from Paris to Constantinople crosses it. At **Mainz** the Main joins the Rhine, bringing with it the drainage of the Bohemian Mountains.

At **Coblenz**, another junction town, it receives the Mosel, with the drainage of the Western Vosges. At **Cologne** the railway from Paris through the great cities of the European Plain crosses it. Just below Cologne is the valuable coal-producing region of the **Ruhr**, along which are thickly grouped a number of most important industrial towns, **Barmen-Elberfeld**, one of the chief manufacturing centres of the world, **Essen**, with the now dismantled Krupp works, and **Dortmund**, mentioned above. Where the Ruhr joins the Rhine is **Duisburg**, before the War the greatest inland port of Europe. The river is now in its sluggish lower course and flows through the flats of Holland to its many channelled delta below **Rotterdam**.

The Rhine is the only north-flowing river that rises in the Alpine heights ; and, during the long period when railways were not yet in being and the old Roman roads had become useless through neglect, it was the main street between north and south. Along it went our wool to the borders of Switzerland, thence to be transported to the populous towns of Lombardy, **Turin**, **Milan**, and **Florence**, where dwelt people rich enough to buy the expensive cloth that was woven from our raw material. It was mainly because of the Rhine that **Antwerp**, at

its mouth, was for a time the chief merchant centre in Europe ; and it was the Rhine, too, that helped the Dutch to become "the wagoners of the sea." Small wonder that the French aspired so ardently to have share in the Rhine ; small wonder that Germany thought so highly of it that their favourite song was "The Watch on the Rhine."

The river is now open to boats of all nations, and no tolls are charged for passage along the main stream. Much of the traffic on the river is therefore provided by foreign trade. Except for coal from the Ruhr coalfield, nearly all the goods carried upstream are from lands beyond the seas. You should trace the course of the great river on the map (p. 38).

Man's Partial Triumph over Nature.

In Europe men have not passively accepted what Nature provided. In tropical countries Nature appears too powerful to struggle against ; and man has little energy with which to struggle. In the frozen regions man is so occupied with providing a scanty livelihood that he has no time for improving his environment. Keen and energetic races have, however, in Europe modified natural conditions to a great extent, and made land and water more serviceable to them. It is, for example, something of a curiosity that **Switzerland** is a manufacturing country, exporting its silks and cottons, its watches and machinery all the world over, competing with our manufacturers even in our home market. One enterprising firm in Zurich is actually supplying turbines for many of our steamships. It is a curiosity, too, that **Holland**, built of the waste of the Alps brought down by the Rhine, much of it lying below high tide, where the rivers themselves must be confined by embankments,

is yet able to export to our crowded industrial regions an enormous quantity of beef and butter, cheese, beet sugar, milk, vegetables and flowers ; and that **Belgium**, one of the most densely peopled countries of the world, can yet export eatables like sugar. Numberless instances we may find in Europe where man's industry and ingenuity have overcome Nature's niggardliness.

Switzerland has no great mineral deposits ; her manufactures of silks, cottons, and machines are dependent on raw materials brought from surrounding countries and even from Great Britain ; the **transport** difficulty must be great in so mountainous a region. Intercourse with the outside world is limited to a few routes, and probably no other inhabited country has a greater proportion above the line of perpetual snow. Moreover, Switzerland has no outlet to the sea, an impassable barrier no longer, but rather a bond uniting nations. She must, therefore, submit to the heavy import duties imposed upon her goods by the countries that bar her access to this common road.

She has, however, made excellent use of her position at the intersection of the routes across Europe, the route between the Rhine Valley and the East, the route between Italy and the Northern Seas. She has learnt to harness the abundant **water-power** supplied by her waterfalls, her swift-flowing streams, her torrents from the melting ice-fields : she has plenty of white coal, if no black. Switzerland has by means of its water-power developed a great electrical industry ; and by a splendid system of education, especially technical education, she has enabled her people to make those things in which the skill of men, rather than the material, is the important thing. Even the mountain masses are looked upon by the Swiss as providing good food for cattle, rather than as waste land ; they call " Alps " not the rocky peaks that attract

visitors, but the grass land that separates the pine forests from the line of everlasting snow. These high mountain pastures are visited by the peasants and their cattle as the warm weather comes, and in the winter are deserted.

In Holland the eastern region is for the most part reclaimed heath and peat lands, converted by the industry of an energetic people into rich dairy pastures providing milk and butter for export. The Western region, too, is in a great measure land laboriously won from the sea ; it also is new rich pasture land.

Nature controls Man.

The build of the land has, however, always affected man's activities. Man must always take into account the position of the mountain masses, the direction of the streams, the position of the arms of the sea whereon to establish his ports. Consider, as one instance of the control, how the heights have affected the groupings of the peoples. In its mountain fortress, except for a brief period when Napoleon was dominant on the Continent, little Switzerland kept its independence though surrounded by large powers ; and during the Great War it was able, not, however, without difficulty, to keep aloof from the fighting. This is in spite of the fact that people of many races and of differing languages inhabit the country.

The difficult chain of heights that divides the **Scandinavian peninsula** into two parts is a natural barrier to communication. The attempt to unite the two countries under one crown was, therefore, a failure ; and now Norway is a separate kingdom. Spain has been isolated and has lagged behind the rest of Europe because effectively cut off from the rest of Europe by the **Pyrenees**. These mountains, though lower than the Alps, are really

less passable. In one way the isolation has, however, been of some benefit to Spain: the state has formed itself without much outside interference. Contrast the Iberian with the **Balkan Peninsula**—open to Europe and subject to influence from without—and the worth of the Pyrenees is apparent. The **Alps**, indeed, across which time after time armies have passed into the Plain of Lombardy, have been called the “splendid traitor” of Italy: their promise to defend is an imposing one, the promise is easily broken. Passage into Italy is easy compared with passage out; for Italy lies on the inner side of the great arch stretching from Genoa to Trieste. The passes widen outwards. The great towns of Lombardy are therefore placed as defences at the outlets of the gates. Thus the Romans called the town at the junction of the roads across the Great Saint Bernard and the Little Saint Bernard Augusta (the proud), now softened into **Aosta**. **Turin, Milan, Verona** are all towns opposite gateways into the land that has long attracted men.

Books for further study:

Chapters from Motley's *Rise and Fall of the Dutch Republic*; *Europe* (G. G. Chisholm in Stanford's *Compendium of Geography and Travel*); *The Dawn of History* (Myers).

Questions and Exercises.

1. From an examination of your map define the regions—(a) North-western Europe, (b) Southern Europe. State the contrasts that exist between the vegetation of the two regions. (c) What plant in the latter region supplies the place of the butter and cheese of the region where summer does not parch the pastures? (d) When does the Mediterranean wheat come to harvest? When that of North Germany?

2. What factors have given birth to the following towns: Klev, Liège, Stockholm, Verdun, and Zurich?

3. (a) Why should the Mediterranean be described as the most important inland sea in the world? What makes it so much

more important than the Baltic? (b) Trace its northern coast in a sketch map and mark the positions of the seaports: Valencia, Barcelona, Marseilles, Genoa, Messina, Brindisi, Venice, Trieste, Fiume, Corinth, Salonika. (c) Which of these seaports were mentioned much during the Great War, and why?

4. From your map detail the islands of the Mediterranean. Which are in the possession of Britain? Write a short description of one of the largest islands.

5. In what regions of Europe are (a) the vine cultivated, (b) the mulberry, (c) sugar beet?

What industries are dependent upon these plants, and from what ports would you expect the products of these industries to be sent? Examine your map for this exercise.

6. Trace the routes on your map by which you might travel overland—

- (i) From Calais through Brussels to Berlin.
- (ii) From Havre through Paris to Madrid.
- (iii) From Venice through Switzerland to Hamburg.

7. The Rhine has more water during the hot summer than during the cold winter; why?

8. Show from the map what parts of Europe are best adapted for canals. What parts of Europe offer too great obstacles to their construction?

9. Examine your map and name six towns that have arisen upon important cross roads.

Name also six fortress towns that have arisen in gaps between mountain barriers (e.g. Verdun).

10. (a) From your map show what countries of Europe have well-marked natural boundaries. (b) Have Norway, and Holland, and the new state of Yugoslavia such boundaries? (c) Where would be the natural boundaries of Poland?

11. Trace on your map the routes named below. If you had control of your time, where would you prefer to stay on the journey?

- (i) London to Paris: by way of Dover, Calais or Boulogne, Abbeville and Amiens.
- (ii) London to Madrid: by way of Dover, Calais or Boulogne, Paris, Tours, Bordeaux, Bayonne, San Sebastian and Saragossa.
- (iii) London to Leningrad: by way of Dover, Ostend, Ghent, Brussels, Liège, Aix-la-Chapelle (Aachen), Cologne, Hanover, Berlin, Königsberg, Vilna.

12. What places in Belgium have been the scene of battles? Does the map suggest any reasons why so many fights should have taken place in this narrow part of the Great European Plain?

III. THE SURFACE OF THE LAND : MOUNTAIN AND PLAIN

The Build of Europe.

The student of geography examines the surface-relief, the build of the earth, that is, and considers how that surface-relief has affected the lives of men. What are the great facts about the build of Europe ? Look at the contour map of the Continent ; notice how the Mediterranean Sea is a very deep, narrow trough, becoming shallow at the **Straits of Gibraltar**, so that the colder water of the Atlantic fails to enter, but elsewhere rising steeply to the southern shores of the peninsulas, the Italian and the Balkan. Even the long, narrow extension along the east of Italy, the **Adriatic Sea**, till we get near Venice, is deep, and the mountain masses on the land come near its shores.

Formerly the Great Sea, as the ancients called the Mediterranean, extended much farther and, by way of the **Sea of Marmora**, the **Black Sea**, and the depression north of the Caucasus, reached the **Caspian**. As it is, the Caspian Sea is a good deal (over 80 feet, it is calculated) below sea-level.

But, though long ages ago, yet at a comparatively recent time in the world's history, there was a mighty rising of the rock masses throughout the southern area of the Continent. Then it was that the mountain areas, which under one name or another extend from the Western Pyrenees to the shores of the Black Sea, rose

high into the air. These mountains are characterised by sharp peaks, not yet worn down and rounded by the action of the water and the weather. So "young" are these mountains that change in their structure and appearance is very rapid. The grinding of ice, the alternations of heat and cold, the work of running water, are all ever varying the shapes and lowering the heights of the giants.

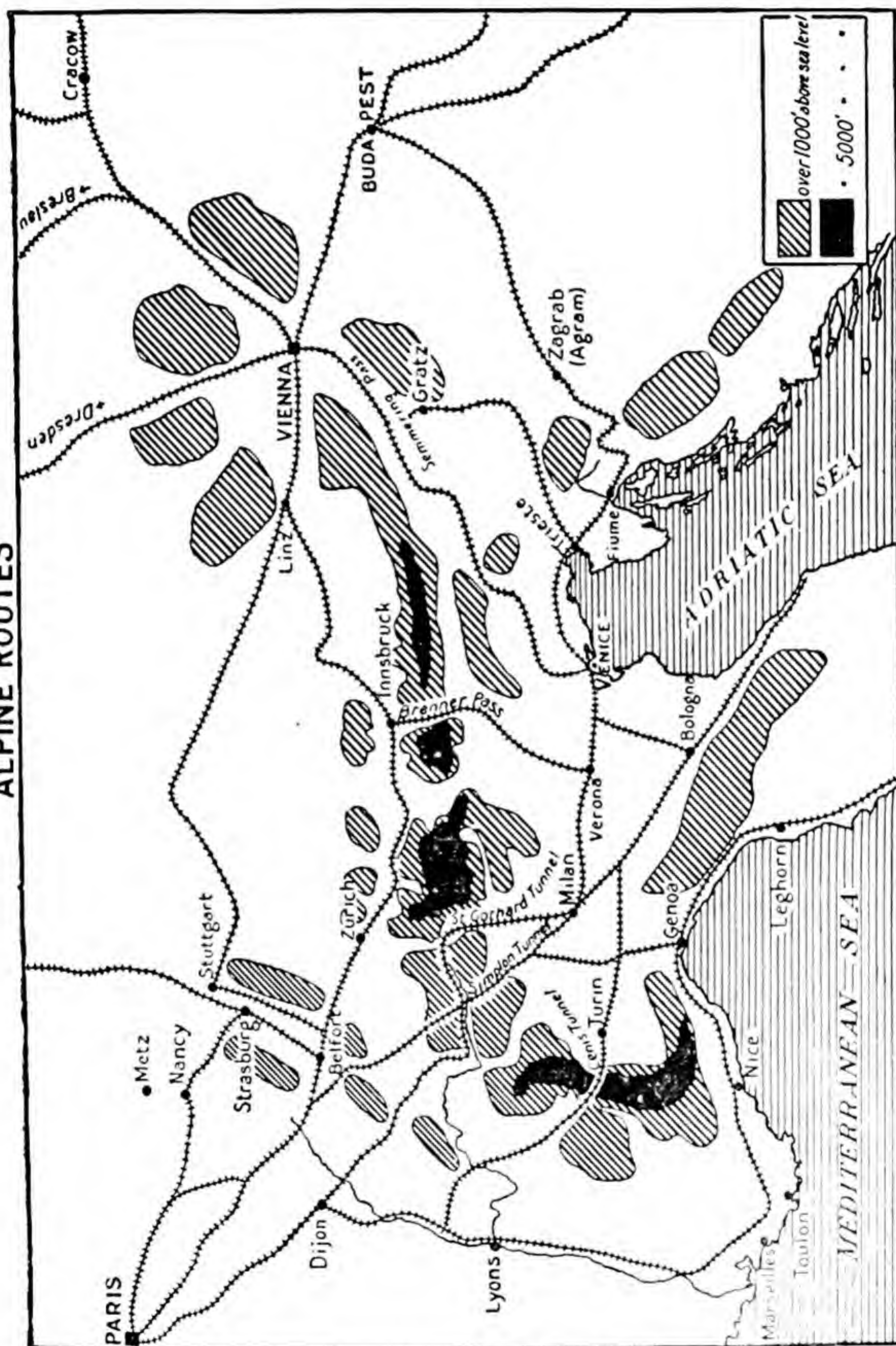
The **Central Alps** are the best known and the most impressive of these newer mountains. There, in "the playground of Europe," the forces of moving ice and running water may be seen upon a large scale at their work of modifying the folded and twisted rock masses that the internal movements of the earth have thrust into the upper air to be gradually planed away. There **Mont Blanc**, the "monarch of mountains," at the meeting-place of three countries, raises its snow-covered peak 15,780 feet (almost three miles) above sea-level. You all remember what Byron wrote :

"Mont Blanc is the monarch of mountains :
They crowned him long ago
On a throne of rocks, in a robe of clouds,
With a diadem of snow ;
Around his waist are forests braced,
The avalanche in his hand."

But Mont Blanc, the white mountain, was long ago lowly while more ancient and mightier mountains—in Brittany, in the western parts of our own islands, in the Scandinavian Peninsula, and in Finland—rose far above it. These "ancient" mountains have bit by bit been mown down into uplands.

Another notable peak in the Alpine mass is the **St. Gothard**, where the head-waters of both Rhine and Rhone are. Under the mountain the railway, from Basle and Southern Germany, runs from the Reuss

ALPINE ROUTES



Valley to the **Ticino Valley** and so on to the glorious Italian Lake land through Lugano and Como to Milan. There are the Lakes **Maggiore, Garda, and Como**, of which many hundreds of visitors have praised the beauty.

The **Simplon** is tunnelled by the railway that twists its way among the mountains from Lausanne on the northern shore of **Lake Geneva** to Brieg. From Brieg, where it enters the tunnel, to the Toce, where it emerges to follow the winding course of that rapid stream towards Novara, is a distance of over twelve miles. Study of the map will, however, teach you more about the Alps than an elaborate list of names will. The map on page 47 shows where the mountain masses are; and shows, too, how the roads and railways take advantage of the depressions among the mountains.

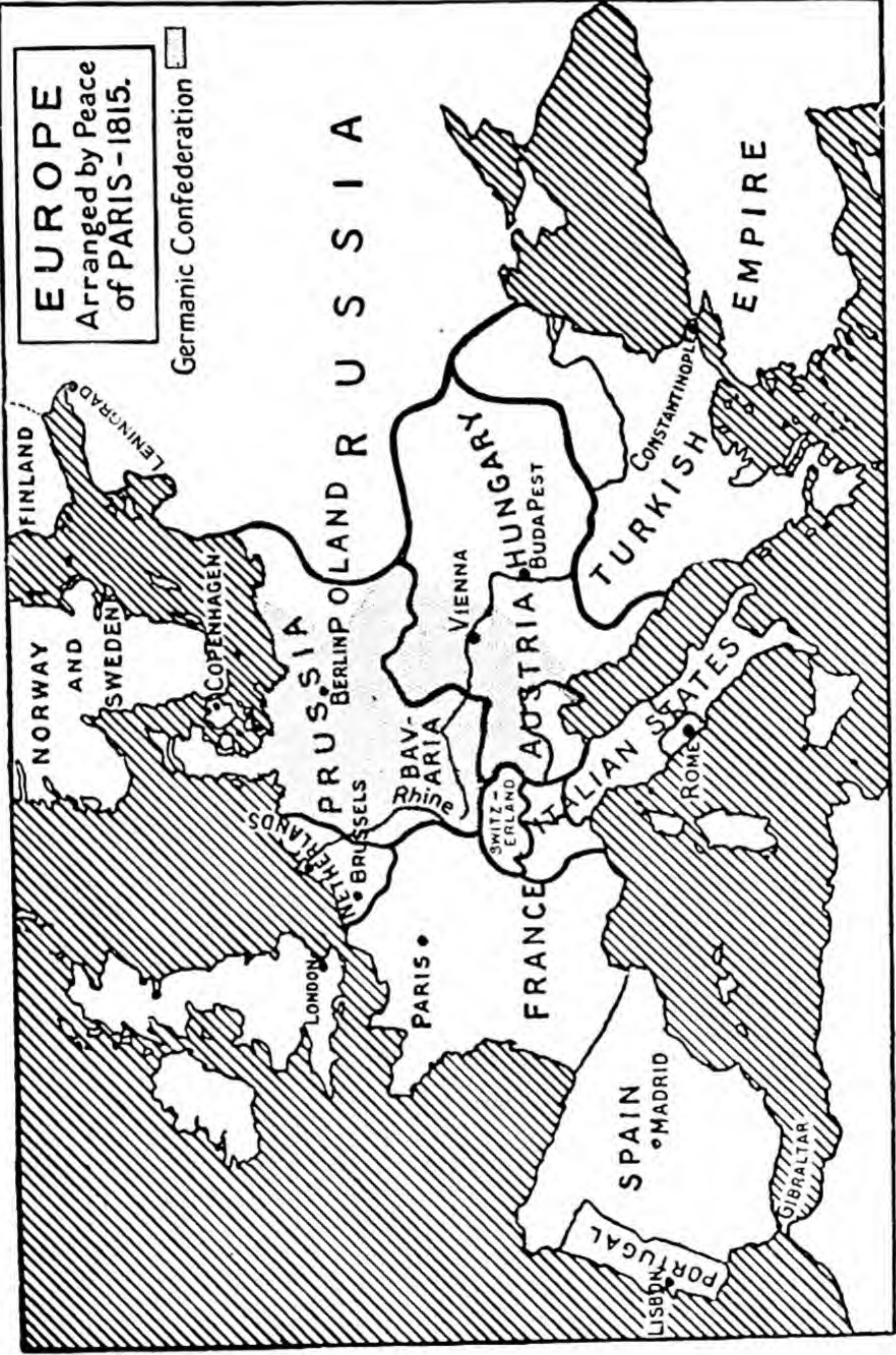
We may see very clearly in the Alpine region how great a control over man the build of the land has. The conditions of life are very different on the high areas from what they are on the lowlands. Now, when we remember that the Alps are really a high area, over a hundred miles across and averaging a height of a mile or so, we begin to realise that the Swiss and the dwellers in the Italian **Tyrol** must vary from the dwellers in the plains that skirt the highland region. The important fact for Switzerland is not that isolated peaks here and there tower three miles above the Plain of Lombardy, but that the whole country is relatively so high. One of the great difficulties of the Conference that, at the close of the World War, met to settle the boundaries of Europe was this: the peoples were arranged not on a level surface, but here and there upland peoples lived in areas surrounded by people of the plains.

Less interesting in build than the southern mountainous region of Europe, the lower northern region is the

EUROPE

Arranged by Peace
of PARIS - 1815.

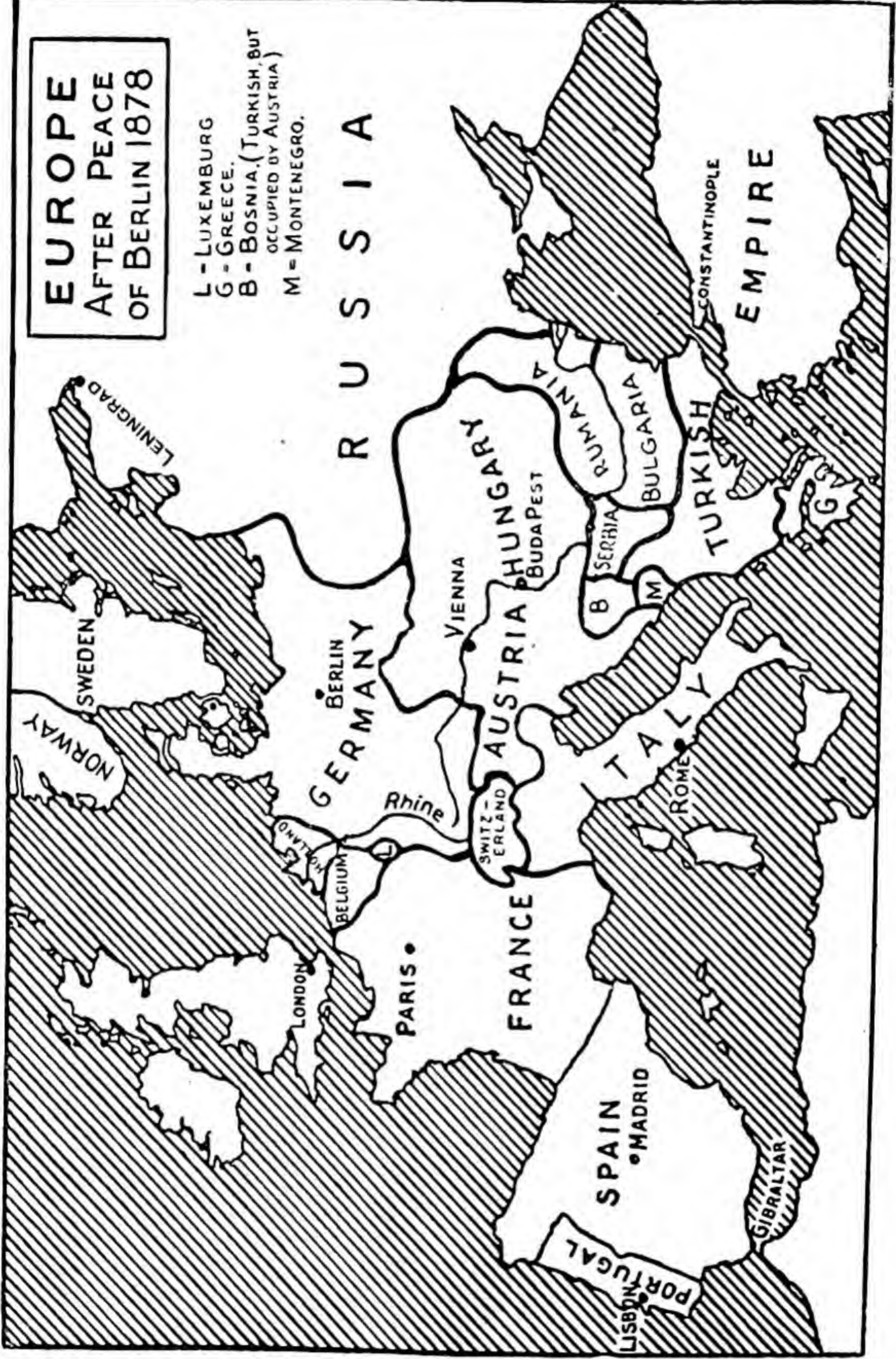
Germanic Confederation





EUROPE AFTER PEACE OF BERLIN 1878

L - LUXEMBURG
G - GREECE.
B - BOSNIA, (TURKISH, BUT
OCCUPIED BY AUSTRIA)
M - MONTENEGRO.



more important as the dwelling-place of man. For this is the part where the mineral deposits, coal to provide energy, iron to be turned into machinery, are found. The Mediterranean lands have lost their former supremacy in civilisation mainly because of their lack of coal. The soft level rocks of the European plain have hardly been disturbed since their formation. The crumpling of the earth, as an apple shrivels when dried, has, however, thrust harder rocks to the surface in the **Scandinavian peninsula** and along the **Ural Range**. The map, page 16, shows how population has gathered upon the areas where the minerals are found. The population of Europe is distributed very differently from that of Asia. There the number of people north of the central mountain mass is negligible compared with the massed people in China and India.

The European Plain.

The Great European Plain stretches in a huge half ring from the Biscay shore through the Seine Valley, Belgium, Holland, North Germany, Poland, and Russia to the Lower Danube. It widens out westwards, and in the **Russian steppe** and the wheat-growing Black Earth region it is a treeless, monotonous area, extending many hundreds of miles from the Finland Lake district to the Caspian. "Steppe" is, indeed, the Russian term for a plain devoid of woods. Here is the typical "continental" climate of contrasts. The spring brings to birth a luxuriance of grass and of bright coloured flowers. The hot summer withers the vegetation, and in the autumn all is dry and parched. Then comes the bitterly cold winter, when vegetable life is suspended and snow clothes all.

The Russian peasant is bound to be changeable and

fickle ; for the climate in which he lives forces him to alternations of long idleness and of strenuous work. During the harsh winter, work is out of the question ; during the short hot summer, he must toil hard if he is to obtain enough to keep his family till another harvest. Here is a vivid account of the steppes :

“ To the traveller coming from the north, the steppe becomes gradually perceptible by the forests appearing more and more in isolated patches, and the grass plains growing larger in extent. All at once the wood ceases entirely, not a bush is to be seen, and the steppe stretches out in its immensity before us.

“ In the steppes near the Caucasus, the vegetation of annual plants, which here cover the ground twice a year, is of almost incredible luxuriance. The weeds grow ten, twenty and thirty feet in height, imitating and obstructing the growth of trees, being used as fuel by the people. The thick grass vegetation, five to seven feet high, on the margins of all the forests north of the steppes, has the same effect. Every spring this entire mass of plants springs up with such vigour, and spreads with such rapidity, that any seed of a tree falling amongst it takes years to attain even the height of the lowest grasses, and it is choked in its first growth.”—*The Russian Empire*, by BARON A. VON HAUTHAUSEN.

The seemingly interminable flat is broken only by the low **Valdai Hills**, not higher than the Cotswolds. Across this Russian plain great rivers bear the drainage into seas either landlocked or ice-closed in winter, so that the importance of these rivers is greatly diminished. The little Thames or the Mersey is worth ever so much more to man than those rivers, the **Volga, Ural, Don, Dneiper, Dniester** and **Dwina**, that by their size dwarf our streams.

The plain area continues over the shallow **North Sea**

and English Channel into Great Britain. The "narrow seas" have, indeed, been formed at a recent geological period by a sinking that may have been a compensation for the mighty uplifting and folding of the rocks that form the Alps and their outlying ranges.

In the North Sea the gorge depression of the ancient Rhine, to which the Thames must once have been tributary, may yet be traced. This shallow area, the undersea extension of the plain—the **Continental Shelf**, as it is called—includes the rich fishing grounds of the **Dogger Bank**, the West Scandinavian sea, and the Irish Sea. It is upon this Continental Shelf that the tide waves crowd the ocean waters twice a day, so causing the ebb and flow in our estuaries and in those on the east of the North Sea, an ebb and flow very different from that in the tideless Mediterranean and Baltic.

The unwooded steppes, as we go northwards, gradually become forest lands upon which we depend for most of our timber. Building of houses practically ceased during the war because ships could not bring their usual cargoes from the Baltic—from Russia, our largest source of supply, from the great forests of Finland, and from Sweden. Paper, too, became scarce and very dear because our imports of wood pulp were cut off.

Books for further study :

The Scenery of Switzerland and the Causes to which it is due (Lord Avebury); *The Balkans* (Miss Marion Newbigin); *The Alps* (Home University Series).

Questions and Exercises.

1. Where are the chief coalfields of Europe outside the British Isles? Why were the French so desirous of the Saar Valley coalfields? State the industries particularly connected with the coalfields.

Which European countries are obliged to import coal? Is it possible to provide a substitute?

2. Explain the statement that "the lands bordering the Mediterranean form a natural geographical region." What are the characteristics of this region as regards climate? When is the best time for visiting it?

8. Draw a map to illustrate the passage below.

"We gave one clear day to Bergen, and on 2nd July, with pilot on board, we lifted anchor and sped away through the inland channels up north to the Sogne Fjord. We had no clear route laid out for us. Our object, as before, was to find quiet nooks or corners where we could stay as long as we pleased, with the yacht for quarters, go ashore, fish, botanise, geologise, and make acquaintance with the natives and their ways. The Sogne runs up into the heart of the Giant Mountains—the home of the Trolls and Jotuns; the shores on either side rising sheer out of the narrow channel; the great glaciers, showing between the rents of the crags, four thousand feet above us, pouring out their torrents of melted ice, and in such sultry weather as we were then experiencing tinting the lakes with blue. Our Bergen friends had marked out a few places which they thought might answer for us, and we tried one after another. We saw scenery of infinite variety—now among precipices so vast, that the yacht seemed dwarfed into a cock-boat; now in sunny bays with softer outlines, where the moraines, left by the ice, were covered with thriving homesteads; pretty villages with white church and manse and rounded pine woods. There, for the most part, are the homes of the Norway peasantry. Eleven-twelfths of the whole surface of the country is

rock or glacier or forest, uncultivated, uninhabitable by living creatures, brute or human. But the Norwegian makes the most of the stinted gift which Nature has allowed him. Wherever there is a rood of soil which will feed cattle or grow oat crop, there his hand is busy. If he cannot live there, he carries over his sheep and cows to feed. On the ancient lake-bottoms, formed when the fjords were filled with ice, and left dry when the water fell, there are tracks of land which would be called rich and beautiful in any country in the world. In such spots, and in such weather, we might well be tempted to linger! Tourists make long journeys to see Windermere or Loch Katrine. We had Windermere and Loch Katrine ten times magnified at every turn of the winding Sogne—we could choose as we pleased between desolate grandeur and the gentler homes of industry and human life.”—J. A. FROUDE.

4. In what parts of Europe do the following people live: Dutch, Flemings, Catalans, Czechs, Tyrolese, Poles, Bohemians? What do you know of any one people?

5. By an examination of your map describe the build of the lands that border on the German-Austrian frontier. What are the important routes that cross this frontier, and what are the chief towns connected by the routes?

6. Write a note upon each of the towns following, and make a sketch map that will illustrate the position of each: Essen, Lille, Salonika, Trieste.

7. Suggest a simple division of Europe into three great climatic regions. What dictates your choice of the regions? To what causes are the differences in climate due?

8. Which of the countries of Europe have well-marked natural boundaries? Show what influence these boundaries have had upon the history of the people.

9. In Europe we have numerous illustrations of how the movements of people are controlled to a very great extent by the build of the land. Examine your maps and state where roads and railways are determined by physical features; state also where man has overcome the physical obstacles to easy communication.

10. Show the contrasts between the climate of the Baltic and that of the Mediterranean Sea. What commodities do we obtain from the first? What from the second? Is there any connection between the climate and the commodities?

Trace the course of a timber-vessel from Finland to Hull.

11. Draw a sketch map of the great plain of Northern Europe, and describe its climate and its vegetation. Show its connection with South-east England.

12. How did the German navy reach the North Sea from the Baltic without passing through the Cattegat? What forts defended the approaches to Leningrad? Had Austria a navy? What ports did Austria have? Has it any now?

13. Examine the map on page 57, and then show how Paris is well fitted to be the capital of France.

What drawback has it as chief town?

Why was the seat of Government moved to Bordeaux during one period of the Great War?

14. Study the map on page 29, and state what kind of goods will come and go along the routes shown on the map.

IV. THE ATLANTIC SEABOARD

France.

Forming as it does a great isthmus between the Atlantic and the Mediterranean, France has a splendid situation for trade. The position has always enabled her to keep in the van of civilisation. She had developed her inland waterways ; her roads and railways are excellent ; her climates—both the Mediterranean climate and that characteristic of North-Western Europe—are delightful ; her soil is productive. France is, therefore, bound always to be one of the world's great countries. The **Rhone Valley** provided the one easy way northward from the Great Sea ; and the Romans conquered Gaul more for its commercial advantage than for its spoils. This was Rome's first province (still called Provence), and was taken before the Plain of Lombardy itself was added to Rome.

France is not richly provided with minerals, though there are *coalfields* in the north-east industrial region round **Lille** and **Valenciennes**, and on the central plateau, west of **Lyons**, greatly assisting its manufactures of silk. The **Saar Valley** coal—allotted to France by the Peace Treaty—is bound to have a great effect in developing the *steel* manufactures of **Nancy** and **Longwy**.

The great industry of France, however, is the cultivation of the soil, nowhere cultivated with greater skill. *Sugar beet* is the most paying crop, and its growing is rapidly extending in North-east France, where the near-

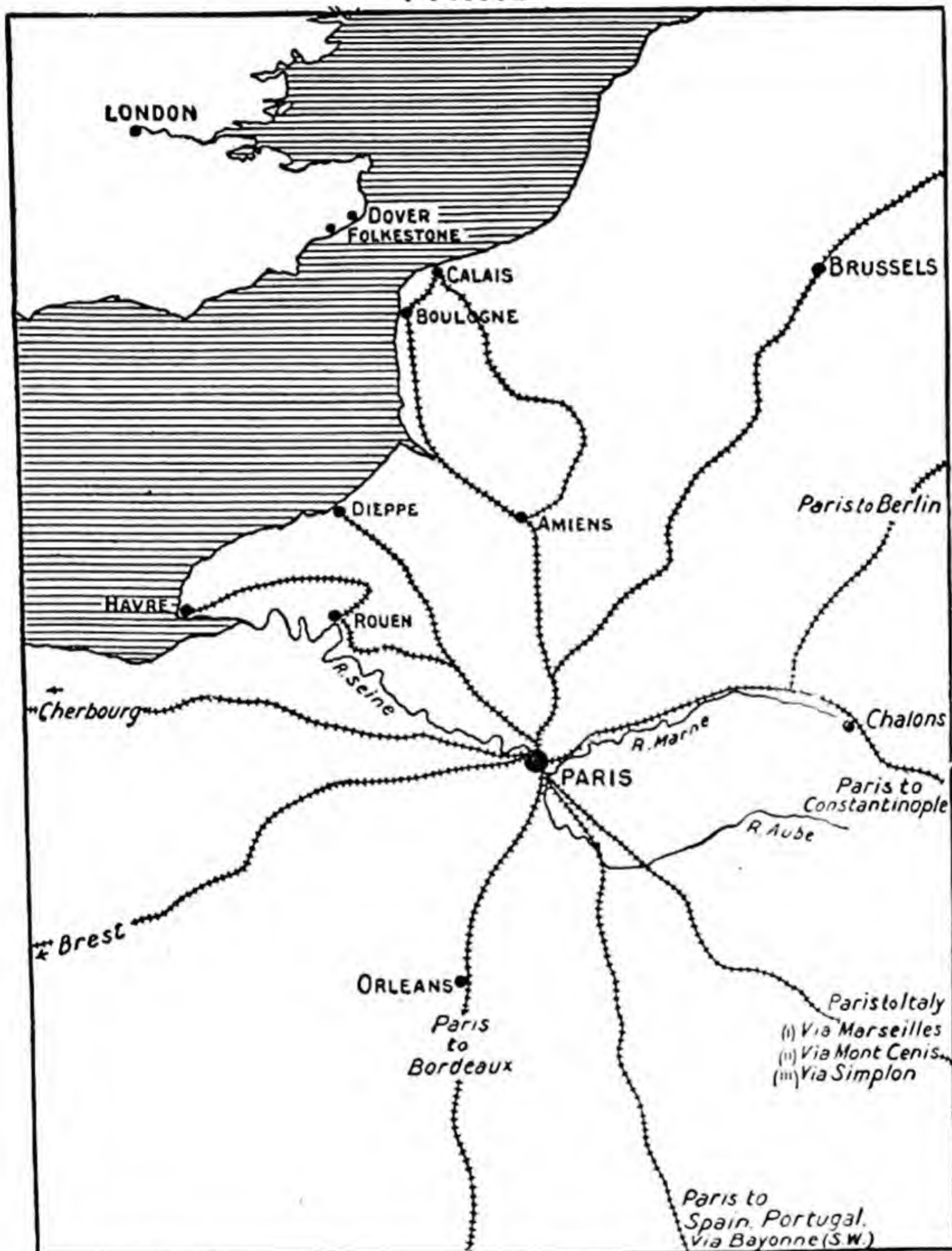
ness of an insatiable market across the Channel encourages it. Small fruit, especially the *grape*, is another most valuable crop, and the *wine* made in various districts forms a big proportion of its exports to our country. The best known districts are Champagne, where the much-suffering town of **Rheims** is the centre of industry; the upper **Seine Valley**; **Burgundy**, including the heights between the Seine waters and those of the Rhone; **Bordeaux** and the basin of the Dordogne and Garonne.

Brittany in the north-west, having easy access by St. Malo and Southampton to the London market, exports chiefly the produce of its fine pastures,—*butter*, *cheese* (Camembert and Neufchâtel are famous kinds); and the stout Percheron *horses* find a ready sale to our railway companies and others needing transport animals.

The cessation of the export of *eggs* and *poultry* during the Great War, and for some time after, helped to send up the prices we paid for them at home.

French skill in manufacturing is well known. Though she must import most of her iron, she yet exports intricate machinery, including *motor cars*, all over the world, even competing in North America with United States manufacturers. The artistic talents of the workpeople have caused its textiles to be eagerly sought; woollen *cloths* that appear to beat the best efforts of Bradford looms, delicate *muslins* and *tulles*, made from United States cotton, and sent as finished goods again across the Atlantic, fine *laces*—like the *Point d'Alençon*—made from flax imported from the Lys Valley in Belgium, and, chief of all, the magnificent *silks* of Lyons, made for the most part of raw silk imported from the Plain of Lombardy through the Mont Cenis tunnel. Olive-oil production has enabled Marseilles to become one of the world's

PARIS



greatest makers of fancy *soaps*, *candles* and dainty toilet preparations.

The great towns of France are **Paris**, the capital; **Marseilles**, the seat of Mediterranean trade; **Havre**, the chief Channel port; **Rouen** and **Lille**, the seats of cotton manufacture; **Lyons**, famous for its silk manufactures; and **Bordeaux**, the great wine port, where the rivers Dordogne and Garonne meet.

Spain and Portugal.

The Iberian Peninsula, Spain and Portugal, is excellently situated for world commerce, and is in a region where one would expect it to have a genial climate. Unluckily, the build of the land unfits the country for productive farming, and makes travel from place to place most difficult. The country is for the most part a table-land, much of it over 3000 feet above sea-level, and it is crossed from east to west by ranges of higher ground, between which its rivers have carved narrow valleys.

The rain-bearing winds are deprived of their moisture along the western coast, and the interior towards the east is too arid for any but desert vegetation: in large tracts the fall is less than ten inches. In these pastureless regions the ass and the mule, hardier than the horse, are the beasts of burden. The *merino* sheep, the wool of which is unequalled for dress goods, appear, however, to thrive on the scanty vegetation of the highlands. Goats, too, thrive, browsing on all kinds of plants, and affording from their milk, *cheese* that supplements the *olive-oil*. The difficulty of keeping the flocks alive leads to a wandering life. Just as in Switzerland the cattle climb and descend the Alps as the seasons change, so in Spain the sheep and goats are taken from place to place.

Where the rainfall is at all plentiful, drought-re-

sisting fruits are extensively grown. Such are thick-skinned fruits, *oranges*, *lemons*, *limes* and *grapes*. **Seville** oranges are famous for their use in marmalade, and from these small bitter oranges is made, too, the liqueur *curaçao*. **Malaga** raisins, the dried fruit of the vine, have a great sale among us ; and *port wine* (originally from **Oporto**) and *sherry* (originally from Xeres) are well known. The *olive*, too, is grown largely, its oil serving, as in other Mediterranean lands, owing to their lack of permanent pasture, in place of butter. The *cork-tree* provides an important article of commerce. *Maize*, for home consumption, is the chief cereal grown ; and the mulberry tree enables much raw *silk* to be exported to France.

Perhaps the chief wealth of Spain is, however, its minerals, which, owing to the indolence of its people, have not been made very great use of. From **Bilbao** and **Santander** much *iron-ore* of high grade comes to Britain. The *quicksilver* mines round **Almaden**, south of the Guadiana River, are the richest in the world, and produce, perhaps, half the world's supply.

Madrid, high on the central tableland, a furnace in summer and ice-house in winter, is the chief town and the centre of the poorly-worked railway system of Spain. **Barcelona** is the chief port. **Gibraltar**, still in our hands, and **Cadiz** are names famous in British history.

"Nobly, nobly, Cape Saint Vincent to the north-west died away ;
Sunset ran, one glorious blood-red, reeking into Cadiz bay ;
Bluish mid the burning west, full in face Trafalgar lay ;
In the dimmest north-east distance dawned Gibraltar grand and
grey."
BROWNING.

Lisbon, on the broad estuary of the Tagus, is the chief town of Portugal : it exports probably half the world's supply of *cork*.

Two railways, one at each end of the Pyrenees, enter

Spain from France and twist among the mountains to Madrid. Otherwise, Spain is isolated from the rest of Europe, and is similar in many ways to the northern countries of Africa, so that it is sometimes declared that "Africa begins at the Pyrenees." At one time the countries of the Iberian Peninsula seemed as though they would become the leading countries of the world; but Spain and Portugal have long been outstripped by the more energetic races of the north.

Questions and Exercises.

1. The least peopled parts of Europe are—(a) the plateau region of Spain; (b) the high Alpine Area; (c) the stretch of marsh land east of the industrial area of Poland (the Pripet marshes); (d) the Caspian region; (e) Europe north of Leningrad and the Baltic.

Mark these regions on your map, and try to state the reasons for their small population.

2. Here are the European towns with more than a million inhabitants: London, Berlin, Paris, Vienna, Leningrad, Moscow, Constantinople, Hamburg, Glasgow.

Explain how it is that so great a number of people can live in these districts.

3. The European towns with less than a million, but with over half a million, inhabitants are these: Buda-Pest, Warsaw, Liverpool, Naples, Manchester, Brussels, Milan, Munich, Amsterdam, Madrid, Barcelona, Birmingham, Prague, Copenhagen, Rome, Leipzig, Marseilles, Dresden, Lyons, Cologne, Breslau, Rotterdam, Lisbon.

How does it happen that such great numbers of people are concentrated in these places?

4. Examine the map on page 16, and state the causes of the scarcity of population in the regions left blank.

5. After a study of the map on page 47 give an account of the ways into Italy from Northern Europe.

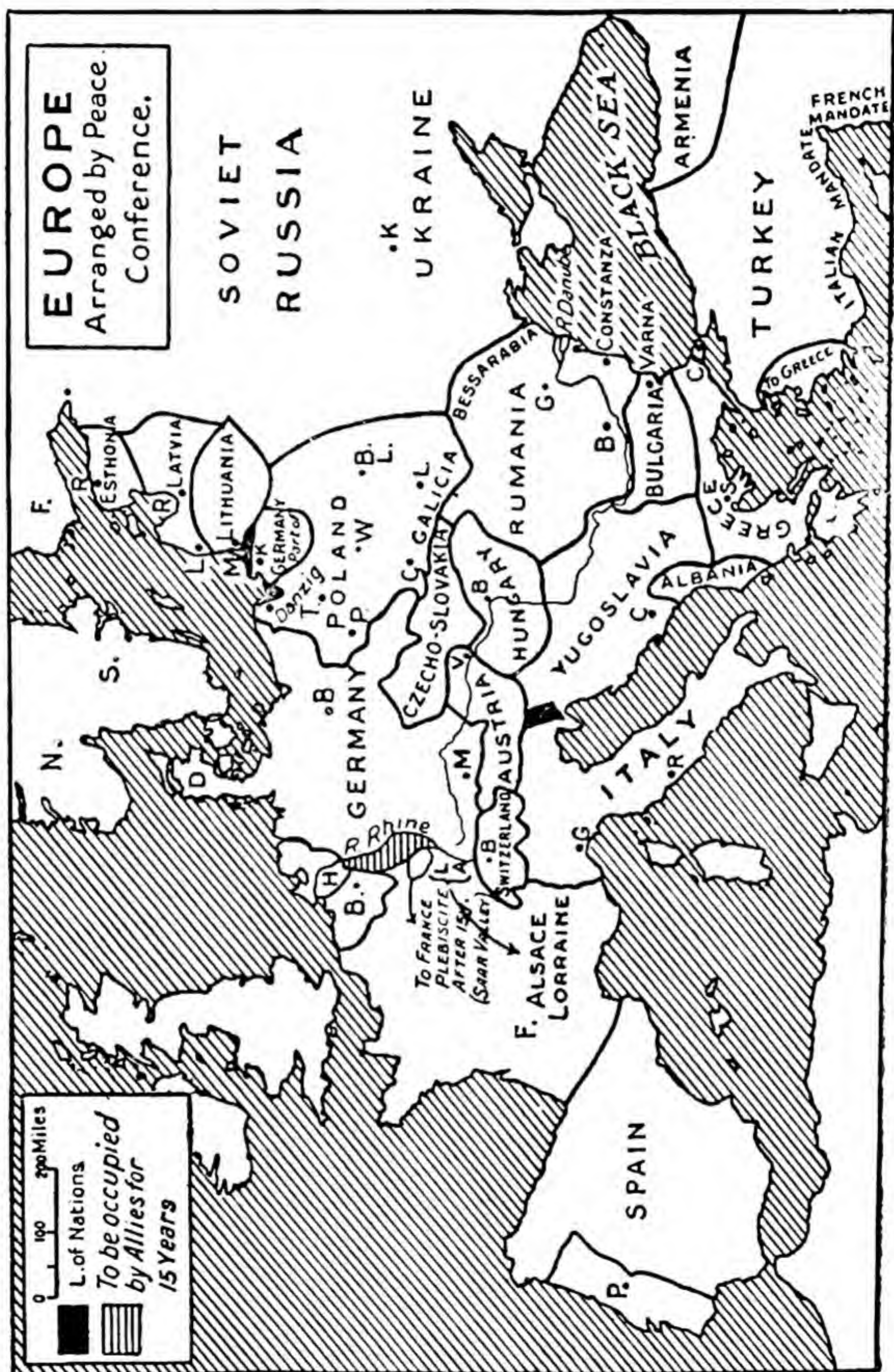
V. THE GREAT WAR AND THE MAP OF EUROPE

Effects of the Great War.

The crushing defeat of the Central Powers caused, among other important changes that will affect mankind as long as the world lasts, a redrawing of the political map of Europe. That is, boundaries of states were altered, new states were built out of the ruins of the old shattered ones, republics arose where there had, during many centuries, been strong empires. The two greatest stretches of land under one rule, **Russia** and **Austria-Hungary**, formed the area out of which an extraordinary number of independent states were carved, states that will endure while the League of Nations watches over them with friendly eye.

The great empire of Russia appeared to be one of the most durable things on earth. Now it has altogether disappeared ; and in its place are a number of republics, of which the largest retains the old capitals, Leningrad and Moscow. The smaller states are Latvia, Esthonia, Lithuania, and the Ukraine. The Dual Empire, too, no longer exists, its territories having been divided among the republics of Austria, Hungary, Czechoslovakia, and Poland, and the kingdoms of Yugoslavia and Rumania.

Danzig, at the outlet of the Vistula, has been made an international town and territory under the Peace Treaty. It thus forms a free port and a gateway into the new country of Poland.



On the north, Schleswig, one of the provinces wrung from Denmark by Germany in 1864, has been partitioned, the northern half being reunited to Denmark by the votes of its people.

Alsace and Lorraine, the provinces lost to France in 1870, are again restored, so that **Strasbourg**, on the Rhine, and **Metz**, near the Moselle, are again French towns. The coal mines in the **Saar Basin** become the possession of France, and the rule of the territory is for fifteen years to be under the League of Nations. At the end of the fifteen years the people of the area will be required to decide for themselves how the regions shall be ruled. Lorraine contains the *iron-ore* deposits upon which German industries depended, though most of the blast furnaces were on the east bank of the Rhine.

New States.

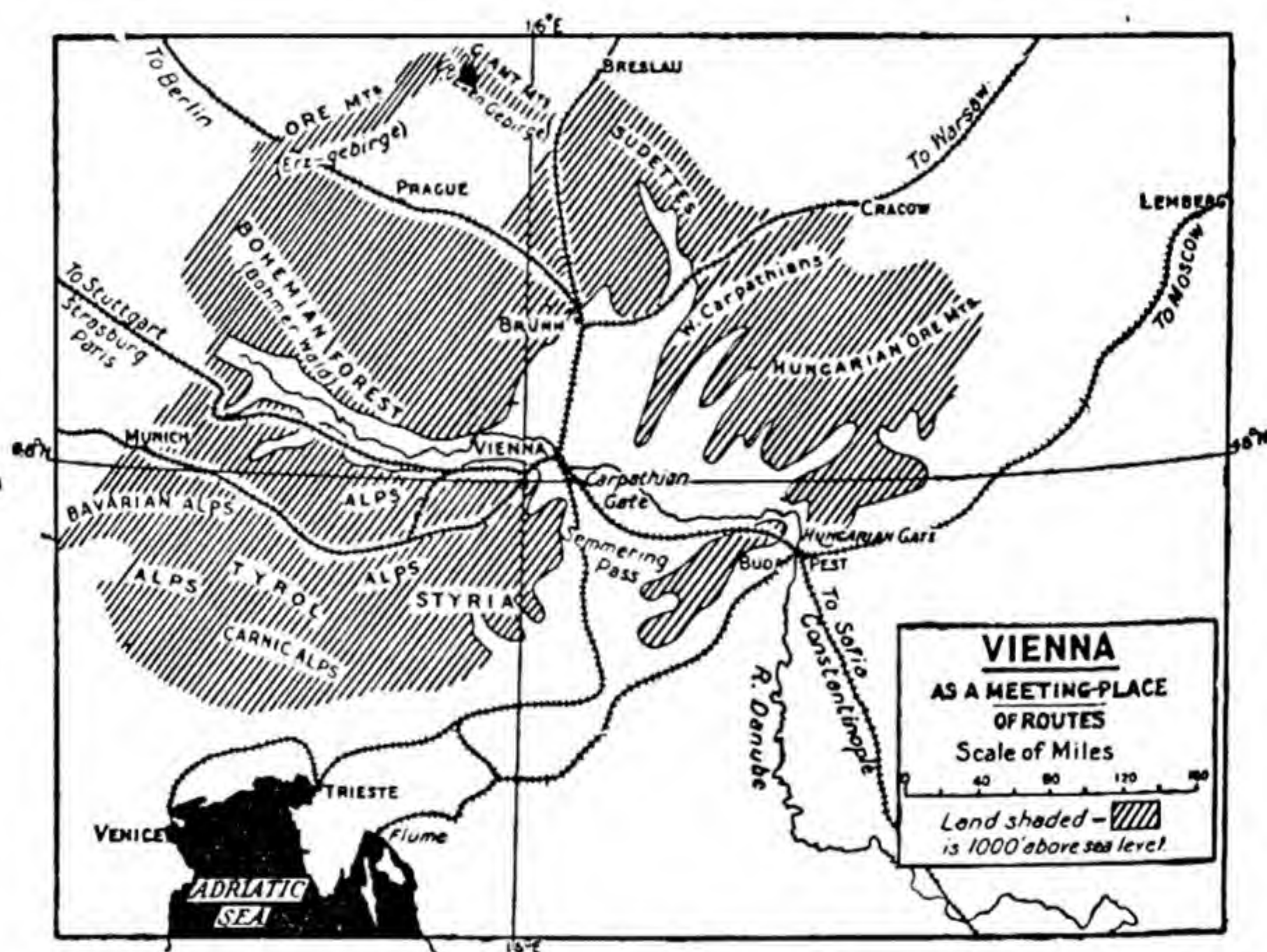
German-speaking Austria became a small republic, so small that it used to be jestingly said in **Vienna**, "Let's have a walk round the new frontiers." The southern part of the Tyrol, that containing the much-contested town of Trent, on the Adige, was handed over to Italy. South of the Drave arose the new state called **Yugoslavia**, incorporating within its extensive area the former states of Serbia and Montenegro.

South of the Carpathians and the mountain ring of Bohemia is the long, narrow inland strip called **Czechoslovakia**, containing such important towns as **Prague** (on the Moldau, a tributary of the northward flowing Elbe) and **Pressburg** on the Danube.

A much-diminished **Hungary** is enclosed by Austria, Czechoslovakia, Rumania, and Yugoslavia. It still retains as its capital the twin town Buda-Pest.

Austria.

Austria itself, dismantled of its former glories, consists now of (1) a small portion of the middle Danube basin between Passau, where the river leaves Germany, and Pressburg, where begins the northern boundary of Hungary; (2) the southern slopes of the Noric Alps, along which the railway, from Vienna to Padua and the



Plain of Lombardy, runs by way of Bruck; (3) the mountainous upper valley of the Inn, where Innsbruck (the Bridge over the Inn) stands on the north and south railway from Munich, in Bavaria, to Trent and Verona down the Adige Valley. Vienna, its capital, though as a result of war conditions its population has been greatly decreased, is bound speedily to become again one of the chief European cities. Few sites are more suitable for a central town than that of Vienna. Now that the important

manufacturing region of Bohemia is a part of Czechoslovakia, Austria is mainly a farming country, though it still possesses the important *graphite* mines of Styria.

Poland.

The ancient state of Poland also has been rebuilt after the Great War. To the Poland that formerly constituted part of Russia, have been added large areas of Eastern Prussia, of Galicia, and Silesia. These areas were taken from the former empires of Germany and of Austria-Hungary.

Modern Poland is a Republic, and contains about twenty million people, about twice the number of the New Austria. At Warsaw, the capital, there were formerly important *textile* manufactures; and these are now likely to revive. Important mineral wealth—*coal*, *iron* and *zinc*—also is found in the area.

Poland was much devastated during the Great War, and felt the full effects of the depression that followed the war; but being well supplied with coal and minerals the new state is likely to thrive and become a great industrial country in the near future.

A most peculiar state of things occurs where Poland has been given access to the sea. West of Danzig a narrow strip—called the “Polish corridor”—gives the new state a part of the Baltic sea-board. This strip detaches from the rest of Germany the part of East Prussia that contains **Konigsberg**. South of this detached portion is an ill-drained region of marsh and lake. Here at **Tannenberg** the Russians met with one of the heaviest disasters of the War.

Denmark.

This country, the smallest of the Northern European states, consists of two well-marked divisions, the low,

flat peninsula of **Jutland**, and the multitude of islands that crowd the entrance into the Baltic Sea, between which (leading from the Cattegat) are the tortuous channels of the Sound, Great Belt, and Little Belt. Farming is the main occupation, but manufactures are increasing. The industries are, however, closely connected with land occupations, and include *beet-sugar* making, *margarine* making, and *butter* making on a large scale.

In ordinary times Denmark is a kind of dairy farm for our crowded industrial areas. The farming is carried on mainly by the owners of small plots of land. The trading is controlled in the main by a most successful co-operative association of dairymen and farmers. All the conditions for producing butter and other dairy products are made as healthy as possible by means of rigid and constant Government inspection. *Bacon, ham, butter, margarine, eggs, hides and beef* are sent from Copenhagen and Esbjerg across the North Sea.

Copenhagen, a free port on the Sound, is by far the largest town and the capital; a long distance behind follow **Aarhus** and **Odense**.

As the result of the Great War, Denmark has been increased by the addition of North Sleswig, torn from it in 1864. Its great drawback is the lack of coal, for which it formerly depended mainly upon imports from Germany. Since the Saar Valley has been taken from Germany there is very little surplus coal in that country to export. In 1919 many miners in the Ruhr Valley agreed to work extra shifts in order to get coal to send for Danish butter. These were called "butter-shifts."

Italy.

Italy consists of three very definite divisions: the fertile and populous plain of **Lombardy**, separated from the mass of Europe by the semicircle of the Alps; the peninsula through which the **Apennines** extend; and the islands of **Sicily** and **Sardinia**. The results of the Great War have given back to Italy—(1) the Italian-speaking part of the Tyrol, and (2) Istria with Trieste. **Fiume**, to which both the Italians and the Yugoslavs laid energetic claims, has now become an Italian town.

Farming is the main occupation of the people. As in the other Mediterranean countries, the chief articles of diet are *wheat, poultry, olive-oil* (replacing butter, obtainable only where rain permits of permanent pasture), *fruit and wine*.

The chief towns are **Rome**, the famous city of the Cæsars, on the Tiber; **Naples**, the most populous; **Milan** and **Turin**, at the gates of Lombardy; **Palermo**, **Genoa**, **Florence**, **Catania**, **Bologna**, **Venice**, **Messina**, **Trieste**.

In a recent year Italy sent to the United Kingdom the following articles (in order of value): *motors, silks, hemp, eggs, lemons, hides, chemicals, oranges* and other fruits, *vegetables, wine*; of the latter the *Chianti* wine from around Florence and the *Marsala* of Sicily are best known.

Our metal, woollen and cotton manufactures had a very large market in Italy; and it was, too, the chief Mediterranean market for coal.

Elba is growing in importance as a source of *iron ore*; the *Carrara marble* quarries are well known; and the world's main supply of *sulphur* comes from the region of **Etna**. The *glass-ware* of **Venice**, the artistic *jewellery*

of **Florence**, and its pink *coral ornaments*, are known everywhere.

Switzerland.

Switzerland, "the playground of *Europe*," is now not alone as an inland state in Europe. A quarter of its surface is covered by mountains, lakes, and glaciers. Very likely, no other inhabited country has more of its surface covered above the snow-line. Unproductive as it is, however, this mountain region attracts visitors, and gives rise to Switzerland's greatest industry. Farming in the valleys is carried on by peasant farmers, each owning his little plot and living a very independent life. *Condensed milk* from the Alpine pastures and *cheese* (*Gruyère* is well known) are the chief products.

The peasant families may have even four homes. One, in the true village, is a little homestead round which rye is grown. Higher up the valley are the spring pastures, where, too, there are cow-houses and dwellings for man. Still higher are the huts for the men who see to the cattle during the summer and make cheese. On the plain below, very hot in the summer months, another dwelling among vineyards and fruit gardens may be placed.

The making of *chocolate* is a growing industry. A British company obtains *asphalt* from near Lake Neuchâtel.

From Switzerland we obtain (in order of value) *embroidery* and *needlework*, *watches*, *silks* (broadstuffs and ribbons). Beautiful *brocades* and *muslins* are made either on hand-loom or by the use of water-power. This is the women's occupation during the dark winter days, when the men are carving *toys* and preparing for the coming of spring.

The capital of the federation is **Berne**, on the Aar, but the following towns are much larger: **Zurich, Basle, Geneva, Lausanne.**

Questions and Exercises.

1. In 1918 the Netherlands Parliament authorised a scheme for the reclamation of the **Zulder Zee**. An embankment is to be run from near **Wieringen** on the north-east corner of North Holland to the village of **Plaan**, on the west coast of **Friesland**. The embankment will have a length of nearly twenty miles and be 5·4 metres above the water-level of **Amsterdam**.

Examine the map and show what the scheme will result in. What do you suggest should be done regarding the fishermen of the **Zulder Zee**?

2. In what ways have the natural disadvantages of Switzerland as a trading country been overcome?

3. Comparing Spain and Italy, state which has the better position for **Suez Canal** traffic and which for **Atlantic** traffic.

4. Trace on the map an all-water route from the **Danube** mouth to the **North Sea**.

5. Below is an extract from a letter of **Matthew Arnold**. Where are the places of which he speaks? Comment upon what he says:

“In Holland what is most disagreeable is the climate; you live in a constant smell of ooze, at least in summer; hot ooze when in the sun, cold ooze when you are under the trees. The pleasant moment is when you get on the open beach, at **Scheveningen**, for instance, with the waves tumbling and the wind whistling; but even then you cannot help feeling that the sea ought, if it had its rights, to be *over* the beach and rolling across the country for miles inland. Last Wednesday morning we left **Amsterdam**, and I went to **Utrecht**. At **Utrecht** you begin to have a sniff of dry, wholesome air, and the trees look as if they stood in real ground, and the grass as if it was not growing in the water. In the evening we drove out six miles on the prettiest side to **Zeist**, a **Moravian** village—one

succession of country houses, gardens, and small parks, the best we had seen in Holland ; but even there what monotony ! The next day by rail to Rotterdam, where we embarked on the Maas. The sweep of Rotterdam seen from the river, wrapt in smoke, with its towers and spires, and brick houses breaking through, with masts of ships everywhere, reminds one very much of London. In fact the great towns of Holland remind one constantly of one side of England—its commercial side ; but never does one feel more the splendid variety of England, that it has so much more than its commercial side ; and even its commercial side it has on a scale so mighty that this has a greatness of its own which in Holland is nowhere to be found."

6. About 1300 the English wool staple was established at Dort. That is, the important trade in English wool was carried on through this town. Some time after King Edward III. refused to help Count Florence in a war with the Flemings ; and he transferred the staple from Dort to Bruges and Mechlin.

Show the position of the three towns mentioned.

VI. THE BALKAN PENINSULA

Build of the Peninsula.

One cause of the Great War was the build of the Balkan Peninsula. It invited by a wide, open way conquest from Central Europe ; it could not become a great united country. Like Wales, which never was a united country since it had no natural centre, the peninsula of which the Danubian States are the shoulder, and Greece the hand, has no place which could serve as the heart of a great country. The centre is a plateau of hard ancient rocks—**Rhodope**—around which the folds of more recent mountains have arranged themselves in parallel crests. It is as though great earth waves broke vainly against the resisting plateau.

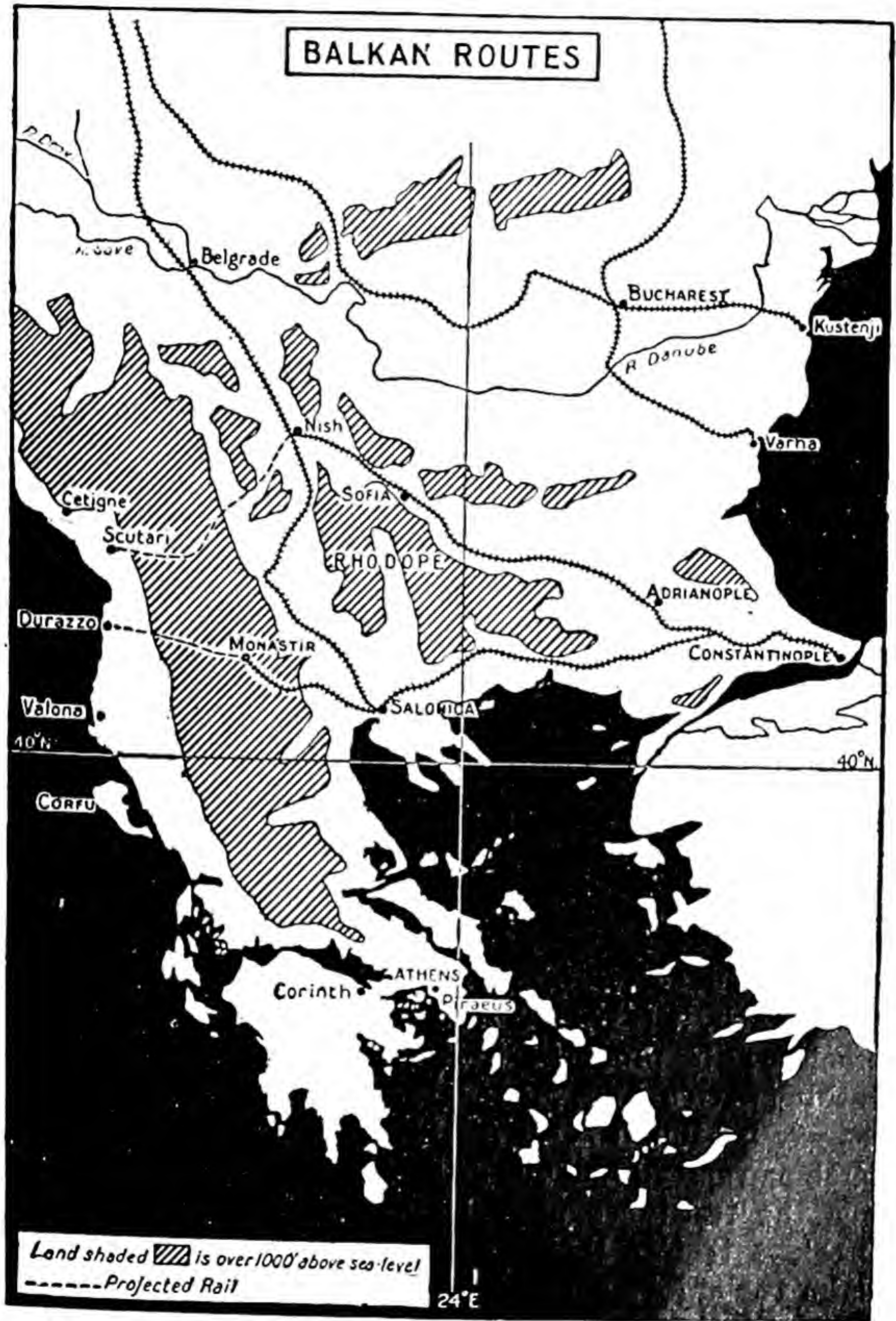
Belgrade, Constantinople, and Salonika, at the corners of the central block, depend upon water transport rather than land. Land travelling is most difficult, and is possible on a large scale only down the folded valleys, the Albanian Gap especially, and along the narrow coast plains. The great Roman roads, which, under the rule of the Turk had fallen into disuse, traversed the edges of the central earth block. One ran from Constantinople through **Sofia** and **Nish** to **Belgrade** ; another along the coast from Constantinople to Salonika ; a third from **Salonika** up the Vardar Valley through Nish to Belgrade. The railways into the Continent from Salonika and Constantinople follow nearly the same courses. The map on page 73 shows how difficult it

must be to pass from one part of the peninsula to another.

The early activity of the Greeks at sea was no doubt due largely to this difficulty of land transport ; and it is a curious thing that, wherever the modern Greeks go, they even now cling to the coast. They are traders and sailors, not like the other inhabitants of the Peninsula, peasant-farmers and shepherds. That gives rise to another problem in the Balkans : the sea outlets are in the hands of a people alien to the holders of the interior. Even the town of Dede-Agach, which the Peace Conference might well have granted to Bulgaria, so that she might have an outlet to the *Ægean* Sea, is largely peopled by Greeks.

The **Mediterranean region** has been the scene of extensive earth movements in times comparatively recent. Signs of volcanic activity are even yet apparent. **Stromboli**, "the lighthouse of the Mediterranean," in the Lipari Islands, is an active volcano ; **Etna** slumbers uneasily, shadowing over Sicily and the Straits of Messina ; a disastrous earthquake in 1914 destroyed a great part of Messina and Catania, and in 1923 streams of lava from Mount Etna ruined several villages. **Vesuvius** towers over Naples, and stands as a monument to the buried cities, Pompeii and Herculaneum.

So, too, the **Balkan Peninsula** has not been formed into its present state long enough to be a convenient home of man. Its rivers run in steep gorges, whereas ours run, as a rule, between gently shelving banks ; and these rivers do not spring from a common centre, nor do they converge into a few wide and deep streams. They rush in their deep channels from the central block direct to the sea. Those rivers that run among the limestone mountains that fringe the Adriatic Sea more often than not lose themselves in caves, and are of little service to



man. This is the almost desert Karst region, where soil cannot form on the limestone shelves. The mountains, too, are huddled round Rhodope as though they were petrified waves stopped by a giant breakwater.

The build of the Iberian Peninsula is something similar. There, too, is a huge block of ancient rock, fringed by more recent folded mountains. But the Pyrenees cut it off from the rest of Europe, and Madrid is a possible centre. A more or less united kingdom is therefore practicable. It is far otherwise with the Balkan Peninsula: the broadest ways into it are from the great Hungarian plain or from the coasts of Asia Minor; there is no natural rallying-place for the scattered peoples; so that it would seem to be destined ever to be the outlying dominion of a central European or of an Asiatic power.

The Balkan Problem.

Until the League of Nations can assure peaceful development even to the small races, there will always be a Balkan problem. Its root lay in the fact that the Turks, an Asiatic race of Mohammedan religion, ruled over European and Christian races. Gladstone described these races by means of an effective illustration. "They were like a shelving beach that restrained the ocean. That beach, it is true, is beaten by the waves; it is laid desolate; it produces nothing; it becomes perhaps nothing save a mass of shingle, of rock, of almost useless sea-weed. But it is a fence behind which the cultivated earth can spread and escape the incoming tide; and such was the resistance of Bulgarians, of Serbians, and of Greeks. It was that resistance which left Europe to claim the enjoyment of her own religion and to develop her institutions and her laws."

Yugoslavia.

Of the mountaineers of the Black Mountains (Montenegro), now united with the Serbians in the state of Yugoslavia, Tennyson wrote :

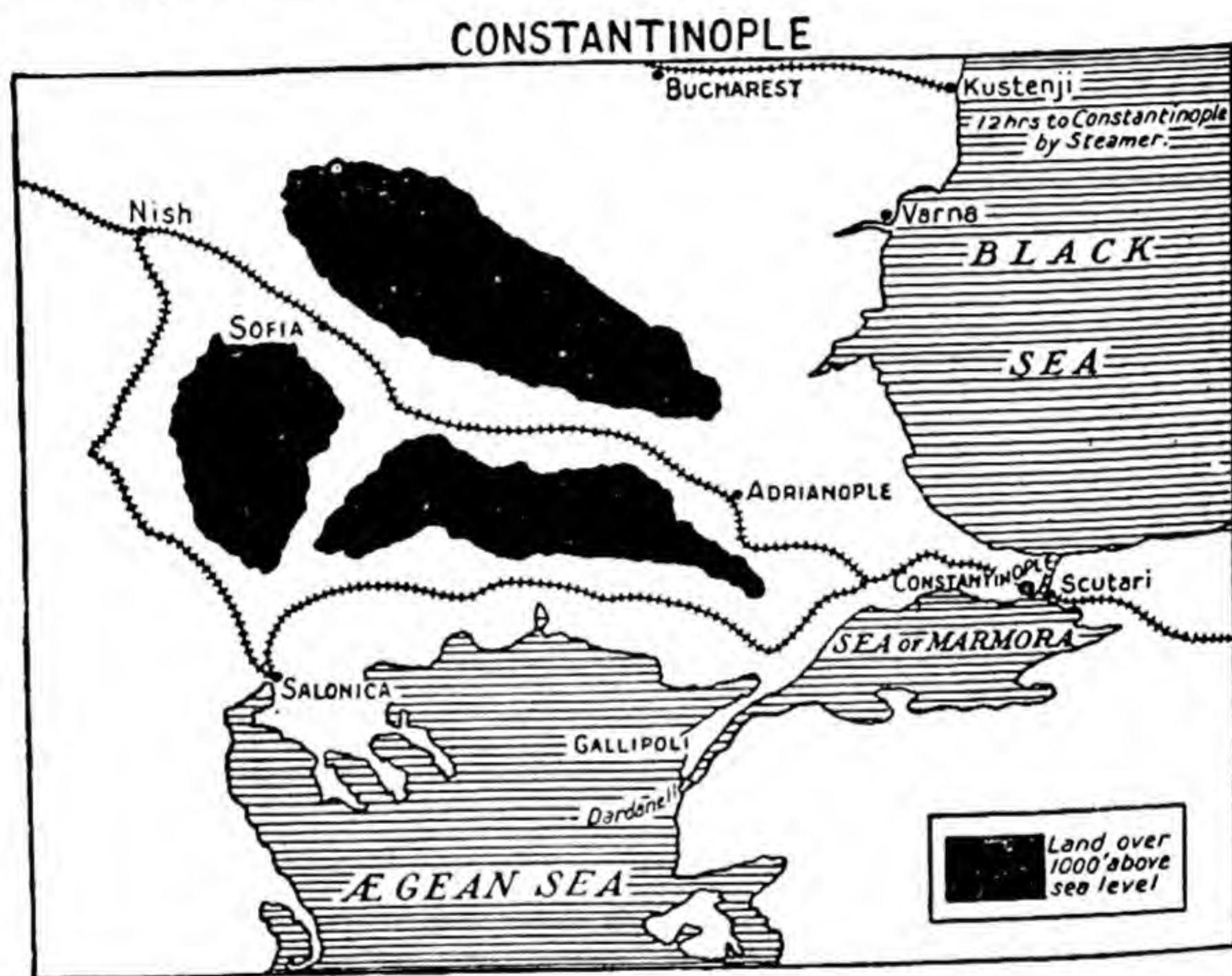
"They rose to where their sovereign eagle sails,
They kept their faith, their freedom, on the height,
Chaste, frugal, savage, armed by day and night
Against the Turk ; whose inroad nowhere scales
Their headlong passes, but his footstep fails,
And red with blood the Crescent reels from fight
Before their dauntless hundreds, in prone flight
By thousands down the crags and through the vales.
O smallest among peoples ! rough rock-throne
Of Freedom ! warriors beating back the swarm
Of Turkish Islam for five hundred years."

In the absence of a strong power at Constantinople, it seemed as though Austria would gradually push its frontiers forward to the Ægean Sea, and that an allied Germany and Austria would stretch in a wide belt across the Continent. Already, before 1914, Austria had occupied the states upon the threshold, Bosnia and Herzegovina ; German was the language of commerce in the peninsula ; the pressure towards the East appeared about to take in Serbia also. Serbia, on the contrary, emerged from the war with vastly increased territory, and began a new life as Yugoslavia.

Turkey.

The immense difficulty of arranging matters, so that orderly and friendly relations, instead of sullen hostility, may exist among the various peoples of the peninsula, is shown by the immense amount of time the Paris Peace Conference had to spend upon the Balkans. Only after

long and careful consideration was it decided that **Constantinople** should still remain as the capital of a shorn Turkey. Safeguards against any danger from it were, however, made. As the result of a successful war against Greece, the Turks have since recovered a part of the territory taken away from them.



Rumania.

Attempts, too, were made to find answers for the problems arising from the geography of the peninsula. The *wheat* and *maize* producing states in the north, **Rumania**—now much increased by a great stretch of **Transylvania**—and Bulgaria, have their natural outlet on the *Ægean* among people living under Mediterranean conditions. Race was no guide to the settlement of areas; for the peoples are inextricably mingled. Nor were there natural regions; for often enough villages in

the same mountain valley were occupied by men of different races, and the lower basins of the river were the homes of peoples different from the dwellers in the upper basins. The arrangements made in the end will persist only if care and forbearance are exercised, and only in virtue of the authority of the League of Nations.

Bulgaria.

Bulgaria, besides being a great wheat-growing land, has the Vale of Roses, famous for the scent *Attar of Roses*. We are told that half a ton of roses makes a pound of the attar. The petals of the damask roses are pressed through layers of cloth saturated with lard. The lard absorbs the oil of the petals, and this oil—the attar—is afterwards removed. **Kazanlik**, north of the Rhodope uplands, and near the Shipka Pass, is the collecting town.

Greece.

Greece largely extended its boundaries after the war between the Balkan League and Turkey. The land in the rugged peninsula is of little value, and foodstuffs must be imported. As always, therefore, the Greeks are sailors and traders. The grain trade between the Black Sea ports and Western Europe is largely in the hands of the Greek merchants, and wherever coastal trade is conducted in the Mediterranean the Greeks are in evidence. *Currants* and other *fruits* and *iron ore* are the chief exports to our country, and Greece, along with the rest of the Balkan Peninsula, is a valuable market for Lancashire cotton goods.

World-famous **Athens** is the capital and largest town ; but this suffers, like the rest of the capitals of the Balkan States, in being at an extremity of the country. No natural centre is possible. The **Piræus**, **Patras**, and **Corinth**, the latter at the western end of the canal cut across its narrow isthmus, are the chief ports. **Misolonghi**, at the north of the strange Gulf of Corinth, is remembered among us chiefly as the place where the poet Byron, helping the Greeks against their Turkish masters, met his death.

Books for further study :

The Boundaries of Europe (Sir E. Holditch); *The Nearer East* (Hogarth); *Economic Consequences of the Peace* (J. M. Keynes).

Questions and Exercises.

1. What is a delta ? How is it formed ? Name and describe the chief examples in Europe. What parts of Europe have few deltas, and why ? Why are deltas valuable ?

2. Mention and describe three examples in Europe of political boundaries that have been determined by the build of the land, and three that are independent of the build of the land.

3. Compare the climate of the Mediterranean region with that of the British Isles, and account for the difference between them. Show how the vegetation of the regions is influenced by the climate.

4. Draw a sketch map of France so as to show how the railways are influenced by the physical features.

5. Mention three ports on the coast of the Continent between the Straits of Dover and the Gulf of Bothnia, and three on the Mediterranean coast. Describe the position of each, and explain its advantages and disadvantages.

6. Examine your map and suggest reasons for the following :

- (a) Geneva has been selected as the seat of the League of Nations.
- (b) Chemnitz is, in ordinary times, a most important cotton manufacturing town.
- (c) Moscow has the most extreme climate of all the European capitals.
- (d) The water of the Baltic Sea is much less salt than that of the Mediterranean.

TABLE OF RAINFALL AND TEMPERATURE OF VARIOUS EUROPEAN CITIES.

PLACE.	HEIGHT ABOVE SEA- LEVEL IN FEET.	RAIN- FALL IN INCHES.	TEMPERATURE.	
			Average of Hottest Month Fahrenheit.	Average of Coldest Month Fahrenheit.
Amsterdam . . .	6	28	64.4	35.4
Athens . . .	351	15.5	67.2	51.8
Bergen . . .	146	89.1	57.9	33.6
Berlin . . .	115	23	66	30
Berne . . .	1877	36.3	64.4	28
Breslau . . .	482	22	65.5	29.3
Brussels . . .	328	28.4	63.7	34.5
Buda-Pest. . .	500	25.2	70.4	28.2
Oslo . . .	82	22.5	62.6	24
Constantinople. . .	245	28.8	75.7	42
Copenhagen . . .	46	22.3	62.2	31.4
Dresden . . .	115	26.8	64.4	31.6
Dublin . . .	47	27.6	60.5	41.7
Geneva . . .	1328	33.5	62.2	32.2
Genoa . . .	157	51.3	75.4	43.5
Leipzig . . .	384	24.7	64.8	30.6
Lisbon . . .	312	29.2	70.2	49.3
London . . .	18	24	62.8	38.7
Madrid . . .	2149	16.25	75.7	39.7
Marseilles. . .	246	21.9	72.1	43.3
Moscow . . .	526	19	66.1	11.9
Naples . . .	489	34	75.4	46.8
Paris . . .	165	22	65.8	36.1
Leningrad. . .	16	21.3	63.7	15.2
Rome . . .	166	32.5	76.1	44.6
Stockholm . . .	146	18.3	62.1	35.7
Trieste . . .	85	43	76.3	39.9
Vienna . . .	663	24.5	67.1	28
Zurich . . .	1542	45.1	65.1	29.3

- (e) There is a constant flow of water from the Black Sea through the Bosphorus and the Sea of Marmora into the Mediterranean.
- (f) Leipzig is a convenient meeting-place for traders from East and West.
- (g) Salonika was during the Great War our base in Eastern Europe.

7. Write notes on each of the following, giving for each town a sketch map showing the position : Kiev, Liège, Verdun, Nish, Gallipoli, Berne, Brindisi.

8. What is a steppe land ? Where in Europe is the greatest stretch of it ? Why should it be there ? Can you suggest any changes likely to be made in the life and occupation of the dwellers on the steppes from the making of railways ?

9. On page 79 is a Table of the Rainfall and Temperature of various European cities :

- (i) State which have an extreme (or continental) climate, which an equable (or insular) climate. (That is, which show a great difference between summer and winter temperature, which a small difference.)
Examine your map, and give reasons why the climate should be so.
- (ii) Which towns have over 30 inches of rain during the year ? What causes this heavy rainfall ?
- (iii) Which towns are more than a thousand feet above the level of the sea ? Examine your map, and show that this height has much effect upon rainfall and temperature.
- (iv) Of the towns in our list, Bergen has the greatest rainfall, Athens the smallest, yet both are near the sea. Study your atlas and suggest reasons for the difference in rainfall.
- (v) If we travelled from Moscow to London in winter, we should travel usually from colder to warmer weather. If in summer, from warmer to colder. What are the reasons for this ?

VII. OUR DEPENDENCE UPON THE CONTINENT

In ordinary times the European nations are profitable markets for our goods, and are also sources of the cheap supplies of food and materials with which we can ill dispense. Before the outbreak of war, in August 1914, Germany bought more goods from us than any other country except India, and sent us more than any country except the United States.

The very high prices from which we suffered during 1920 and afterwards were largely due to the disturbed and disordered state of Europe following the Great War. We are detached from the Continent, yet we suffer and prosper with it. We can never hope to flourish as we did in former years while Europe suffers from famine and disturbance. It is easily accessible, and we have long been profoundly affected by happenings across the narrow seas. Communication is again easy and frequent, and again the mutual influence of the British Islands and the Continental area is very evident.

Effects of the Great War on Prices.

Consider a few points. More than four-fifths of the *flax* used in this country is imported, the best coming from **Belgium**, the bulk from **Russia**. The industrious peasantry of **Russia** before the war supplied the world with from three to four hundred thousand tons of spinning *flax*. Some little came from **Archangel**, even during the

war, and some is beginning to come from **Riga** ; yet the great shortage is responsible for the rise in the price of linen. Besides, what little flax is grown is being used instead of the almost unattainable cotton.

Timber, too, is expensive because European sources of supply were cut off. Again Russia was the main source—**Finland**, the **Archangel** region of evergreen forests, the **Leningrad** and **Riga** districts were all of the greatest importance. After Russia came **Sweden**, after Sweden came the **United States of America**, **Canada** and **Norway**. Sweden was during recent years able almost to dictate the price of its timber and of the wood pulp for paper. The increased cost of books and newspapers was the result in great measure of the high prices demanded.

Eggs and *bacon*, too, cost much because ordinary sources were curtailed. **Denmark**, with its carefully inspected farms, was a large supplier of both ; but as the war went on, Denmark had difficulties greater than our own in finding grain for their poultry and feeding stuffs for their pigs. Other sources were districts now in **Czechoslovakia**, which, together with **Yugoslavia**, still supply us with large quantities of fowls, ducks and geese.

Sugar also became scarce, and cost much more than in ordinary times, since the northern slopes of the great European plain and Austria are the chief sources of our supply of beet-sugar. Practically none came to us during the war, and the cane sugar obtained from the West Indies and elsewhere was altogether inadequate for our needs.

Germany's Imports and Manufactures.

The Great War made it very obvious that Germany, though in many ways a competitor with which our merchants have seriously to reckon, is also a large buyer of our manufactures and a large seller of the things we

need. *Coal, cotton and woollen yarns, woollen goods and herrings* entered into **Hamburg** and **Bremen** from **Hull**, **Harwich** and **Newcastle**. The sudden cessation of commercial intercourse brought to light quite startling instances of our dependence upon Germany and Austria for supplies. Great **steel castings** have been bought in Germany, and when we required more at home we had laboriously to improvise means of producing them.

Magnetos for the motor vehicles that played so great a part in the war were practically a monopoly of Germany ; and to get these we had again to improvise means of production. **Solingen** in the Ruhr Valley, the Black Country of Germany, famous for its *cutlery*, provided a great proportion of the *swords* for our Army and Navy. **Ludwigshafen**, a river port on the Rhine, had—owing to the skill with which the Germans had applied the discoveries of science to the service of industry—become a chief seat of the *chemical* industry. When war broke out in 1914, our cloth manufacturers were at once faced by a famine of *aniline dyes*. **Frankfurt-on-Main** also has important *chemical* works.

Nuremberg, using the timber from the Black Forest area, sent to Britain *clocks, toys and musical instruments* in great abundance. It became very clear, too, that the same town supplied us with the finest *optical glasses*. The prices of these doubled at once. Also, as a result of the application of science to industry, Germany produced more *sugar* than any other country ; and from **Hamburg** and **Bremen** we imported not far short of half our supply. Among minor inconveniences of the war were shortages of Rhenish *wines* and of *cigars*.

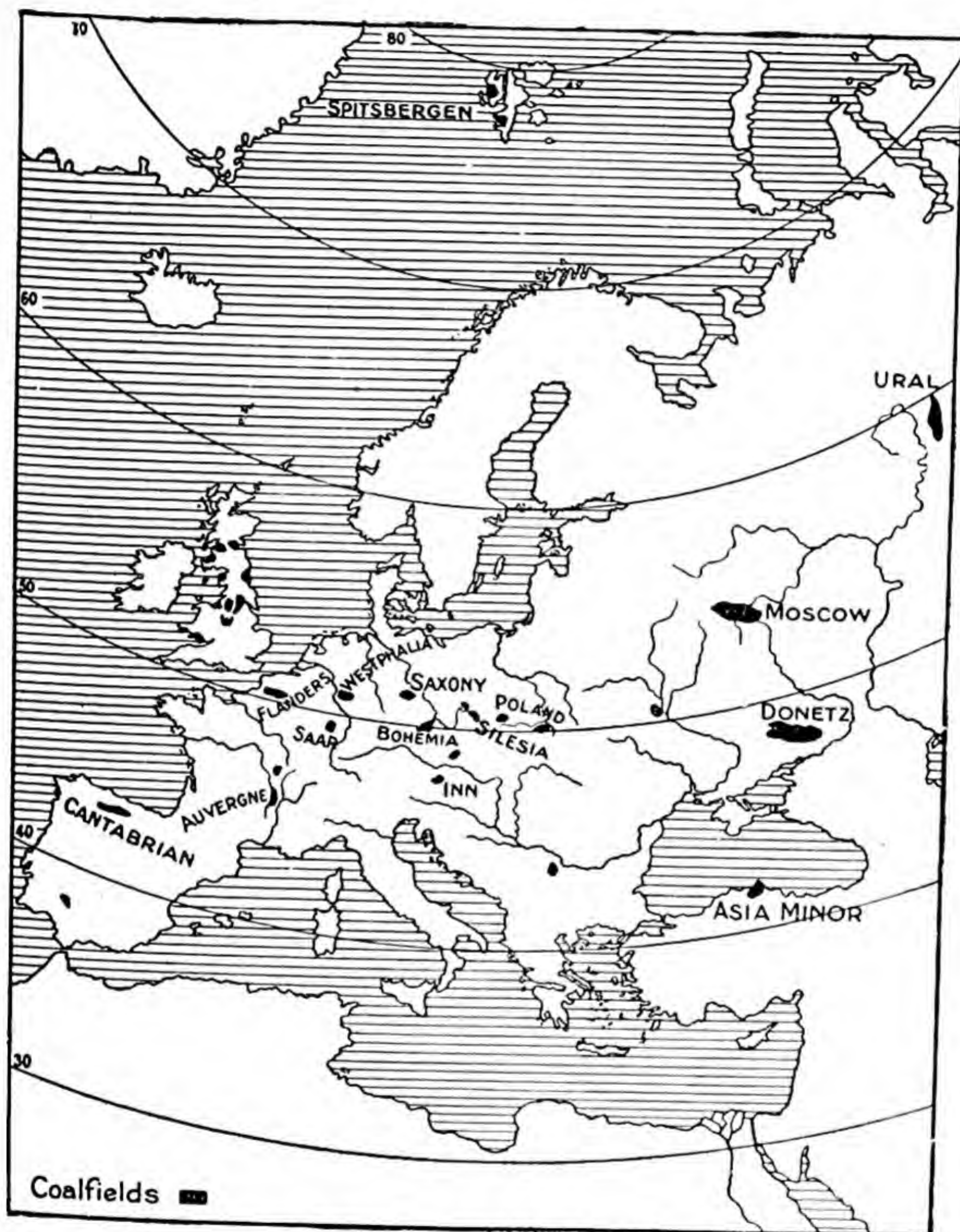
Some districts competed in the markets of the world with similar districts in our own country. The busiest industrial region, the coalfield of the **Ruhr**, has, besides **Solingen**, the *iron and steel* towns **Essen** and **Dusseldorf**,

famous for their iron *armour plate* and *big guns*. The war was in some sense a duel between the output of these towns and that of **Creusot** on the south-western coalfield of France, and **Sheffield**, **Newcastle** and **Woolwich** in our own country. The twin towns **Elberfeld** and **Barmen** produce *cotton* and *woollen* goods. **Crefeld**, in the same region, is second to **Lyons** alone for the production of *silk*; and **Cologne**, besides its industries of *spinning* and *weaving*, competes with **Birmingham** and **Bristol** in the manufacture of *cocoa* and *chocolate*. Its famous scent, made in numerous factories in the town, also added to its wealth. **Emden**, at the north of the Ems river, is the outlet of this densely-peopled region, and a canal connects with the seaboard, so that there is a German port for the region.

Silesia is another of the crowded industrial districts, where **Chemnitz** is the centre of a *textile* industry. This town is another Manchester, and in normal times its product competes in the markets for *cottons*. **Stuttgart**, **Ulm**, **Augsburg** and **Mulhausen** also are centres of the *cotton* industry. In the **Danube Valley** *hops* are a characteristic crop, and are used in the brewing industry of **Munich**. By far the most important outlets for German products are **Hamburg**, with its outpost **Cuxhaven**, and, a long way after, **Bremen** with **Bremerhaven** and **Geestemunde** nearer the sea. **Stettin**, at the mouth of the Oder, is the Baltic port, and is connected by waterway as well as railway with Berlin and Silesia. **Danzig** is now included in the Polish customs area.

Our Trade with France.

Unlike Germany, whose overseas traffic is obliged to pass through waters commanded by other countries, **France** has easy and open access to the world's markets.



THE COALFIELDS OF EUROPE.

From the earliest days of commerce our relations with her have been of the most intimate character. We have long drawn thence articles of luxury to please the palate, or to satisfy the sight ; and these will constitute a great part of our imports from France.

Bordeaux sends the products of the vineyards in the basin of the **Charente**, wines like *Médoc* and *Sauterne* and the *brandy* of Cognac. The *silk* industry had established itself in the mulberry region of south-eastern France, with its "Mediterranean" climate. Most of the raw silk is, however, imported largely from Lombardy. Here **Lyons**, where the workers display a readiness to adapt themselves to the varying demands of fashion, is the first silk-weaving town of the world. The native material is, indeed, insufficient for the needs of the manufacturers, and much raw silk is imported from the Far East.

The port of the district is **Marseilles**, where also, this being the soil and climate favourable to the growth of the olive-tree, and there being excellent facilities for bringing tropical oils, are great industries for making *soap* and *candles*. The typical Mediterranean climate—warm winters, rainfall during autumn and winter, and hot, dry summers—has its characteristic vegetation here ; that is, the vegetable products, *oranges*, *lemons*, *citrons*, *figs* and *grapes*, differ from those of regions where the rain is more evenly distributed throughout the year by having thick skins, something like those of desert plants, thick, so that the dry summer heat does not cause evaporation to take place too quickly.

Belgium.

Ruined Belgium contains a very important *coal* region, which was the site of a surprising number of

flourishing industrial towns—**Liége, Namur, Charleroi** and **Mons**. This region is again becoming of the utmost importance in the world's markets; for Belgium has shown astonishing power of recovery. *Iron* and *steel* goods are the chief products. But *glass* is produced in great quantity at Charleroi (where sand, limestone, and coal are found conveniently together); the *linen* industry has its seat in **Ghent, Courtrai** (where the waters of the Lys, it is said, make the flax fibre soft, silky, and of great strength) and **Tournai**. The native growth of the raw material is added to by imports from Russia. **Antwerp** had, and is again obtaining, a great deal of *shipbuilding*.

Questions and Exercises.

1. Here is an account written by one of Charles II.'s statesmen. Show how the towns he mentioned were able to rise to importance.

“Not many ages past, Venice and Florence possessed all the trade of Europe; the last by their manufactures, but the first by their shipping; and the whole trade of Persia and the Indies, whose commodities were brought (those by land, and these by the Arabian Sea) to Egypt, from whence they were fetched by the Venetian fleets and dispersed into most of the parts of Europe: and in those times we find that the whole trade of England was driven by Venetians, Florentines, and Lombards. The Easterlings, who were the inhabitants of the Hanse towns, as Danzig, Lubeck, Hamburg, and others upon that coast, fell next into trade, and managed all that of these northern parts for many years, and brought it first down to Bruges, and from thence to Antwerp. The first navigations of the Portuguese to the

East Indies broke the greatness of the Venetian trade, and drew it to Lisbon : and the revolt of the Netherlands, that of Antwerp to Holland. But in all this time the other and greater nations of Europe concerned themselves little in it ; their trade was war. The kingdoms and principalities were in the world like the noblemen and gentlemen in a country ; the free states and cities like the merchants and traders. These at first despised by the others ; the others served and revered by them ; till, by the various course of events in the world, some of these came to grow rich and powerful by industry and parsimony ; and some of the others poor by war and by luxury : which made the traders begin to take upon them and carry it like gentlemen ; and the gentlemen begin to take a fancy of falling to trade."

2. For about a century there has been a flow of emigration from Europe westwards, which has gradually increased in volume. The bulk of this movement of populations has been directed to the United States of America ; but Canada, Brazil and Argentina have obtained a growing share. In the early days of the traffic, a large part of the movement originated in the United Kingdom (especially Ireland), Germany, and Scandinavia. British ports were on the whole favourably situated for dealing with the traffic, and most of the business was carried on under the British Flag.

On page 92 is a statement of numbers. Examine it in reference to the last years particularly : then state how the peoples migrating would reach the ports from which they would sail across the Atlantic.

3. The "Continental" emigrant traffic before the war was from Libau, Hamburg, Bremen, Rotterdam, Antwerp, Havre and Cherbourg in the north, and Trieste and Flume in the south. Mark these ports on your map and state the nationality of the peoples proceeding from each port.

4. A new route from our country to the East is as follows : Newcastle to Bergen, Bergen across the Norwegian Mountains to Oslo, Oslo to Stockholm, Stockholm across the opening of the Gulf of Finland to Abo, and Abo to Leningrad.

Show from your map how much shorter this route is than the one described on page 33. When would the latter route be preferred ? When the former ? If you were able to spend a great while upon the journey, by which route would you travel ?

5. Below are some interesting figures regarding freights charged per ton of coal from Cardiff in 1914 and in 1919. Show the position of the places taking the Welsh coal, and try to show why there was so extraordinary a rise in cost of carriage.

	1914.	1919.
Cardiff to Algiers	9/2 per ton.	46/4 per ton.
„ Alexandria	10/3 „	48/0 „
„ Barcelona	9/2 „	71/7 „

(Why did this freight rise so much more than the others ?)

	1914.	1919.
Genoa	8/10 per ton.	60/0 per ton.

(The high cost of Welsh coal and the increased freight enabled United States coal to compete for the Italian and the Southern French markets.)

Gibraltar	8/0 per ton.	41/8 per ton.
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(For what purpose is this coal chiefly used ?)

Marselles	10/6 per ton.	65/8 per ton.
Bordeaux	7/1 „	49/10 „
Dieppe	4/4 „	34/9 „
Havre	5/1 „	34/9 „
Lisbon	6/2 „	53/3 „
Rouen	9/1 „	34/9 „
St. Nazaire	7/6 „	41/2 „

6. Describe the position of the places mentioned in the extracts that follow :—

(a) “ Around the city of Valencia lies that wide expanse of verdure, interspersed everywhere with villages and farmhouses, to which the Spaniards have given the glowing name of *Huerta de Valencia*, “the orchard of Valencia,” whose fertility has no other bounds but the sea and the mountains.

“ Such are the fertilising effects of the system of irrigation universally applied in Valencia, that the mulberry trees are thrice stripped of their leaves, and the meadows of clover and lucerne are mown eight and even ten times. Citrons are often gathered of six pounds, and bunches of grapes of fourteen pounds. Wheat, rice, barley, and Indian corn yield bountifully. Besides these, there are inter-

mediate crops of vegetables ; so that with a varied choice of production, a powerful sun, and the fertilising aid of water, the farmer may here realise two or even three harvests in a single year.”—*A Year in Spain* (A. S. MACKENZIE).

(b) “The route from Trieste and Vienna may be safely described as the most astonishing in Europe ; I could almost say in the whole world. It would seem as if Nature herself had determined to erect a barrier between the stern north and the sunny south ; for north of Adelsberg commences that wild and desolate expanse called the Karst. It starts here, at the coast of the Alpine spurs, and stretches away down Dalmatia and Albania into Greece. I never saw a more hideous region. It is more terrifying even in its barrenness than the great stony desert of the north of Spain.”—*Rome and Venice* (G. A. SALA).

Trace the continuation of the route through the Semmering Pass (where at the head of the pass a tunnel 4000 feet long passes through the mountains at a height of 3000 feet above sea-level), and then through Gratz to Vienna.

(c) “From the summit of a lofty hill beyond Carra, the first view of the fertile plain in which the town of Pisa lies—with Leghorn, a purple spot in the distance—is enchanting. Nor is it only distance that lends enchantment to the view ; for the fruitful country, and rich woods of olive trees through which the road passes, render it delightful. The moon was shining as we approached Pisa, and for a long time we could see, beyond the wall, the Leaning Tower, all awry in the uncertain light.”—*Pictures from Italy* (CHARLES DICKENS).

7. Give an account of the commerce of the Baltic Sea. (Consider particularly what we obtain from Riga, Leningrad, Abo, Kiel, Danzig, Stockholm.) Study the map on page 28.

8. Compare Italy with the Iberian Peninsula in regard to the facilities of the ports for foreign commerce. Which has the greater length of coast in proportion to size? Which of the peninsulas has the less difficulty in constructing railways and roads? From which are the greater number of peoples in other states readily accessible?

EUROPE : SUMMARY OF POLITICAL CHANGES, 1919-1924.

GERMANY lost about 37,000 square miles of European territory.

In the West : Alsace-Lorraine.

Saar Valley.

Malmedy, Eupen, Moresnet.

North zone of Schleswig.

In the East : Parts of Prussia.

Parts of Posen.

Parts of Silesia.

Danzig. Now a free city.

FRANCE gained Alsace-Lorraine, including Metz, Strasbourg, Mulhouse ; and Saar Valley (until plebiscite in 1935).

BELGIUM gained Malmedy, Eupen, Moresnet.

DENMARK gained North Schleswig.

POLAND gained its independence and territory in the West.

RUSSIA still unsettled ; new Free States :—Lithuania, Latvia, Esthonia, Finland.

AUSTRIA-HUNGARY now divided into—(1) Austria, being confined to the Eastern Alps ; (2) Hungary, still centred on Buda-Pest and the middle Danube plain—it lost Transylvania and lands in Western Carpathians ; (3) Czechoslovakia, a new Republic which includes Bohemia, Moravia, and Silesia, formerly Austrian, and Slovakia, formerly Hungarian.

RUMANIA gained Transylvania and Bessarabia.

YUGOSLAVIA. A new State consisting of Bosnia, Serbia, Croatia, Carniola, Strumitsa, Montenegro.

TURKEY has retained Constantinople and Eastern Thrace, including Adrianople.

GREECE. Extended territory along the North Ægean coast into Macedonia and including the port of Salonika.

**AVERAGE ANNUAL IMMIGRATION INTO THE U.S.A. FROM VARIOUS COUNTRIES DURING
THE YEARS 1825-1914.**

(Based on figures published by the U.S. Immigration Bureau.)

Period.	Average Annual Immigration from								Percentage contributed by						
	All Countries.	United Kingdom.	Germany.	Scandinavia.	Italy.	Austria-Hungary.	Russia.	Greece, Roumania, Turkey, and Portugal.	United Kingdom.	Germany.	Scandinavia.	Italy.	Austria-Hungary.	Russia.	Greece, Roumania, Turkey, and Portugal.
(1) 1825-1914 (Decennial Periods).	No.	No.	No.	No.	No.	No.	No.	No.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
1825-34 ..	32,000	14,000	4,000	—	—	—	—	—	44	12	—	—	—	—	—
1835-44 ..	71,000	41,000	19,000	—	—	—	—	—	58	27	—	—	—	—	—
1845-54 ..	294,000	168,000	95,000	2,000	—	—	—	—	57	32	1	—	—	—	—
1855-64 ..	150,000	79,000	49,000	2,000	1,000	—	—	—	53	33	2	1	—	—	—
1865-74 ..	334,000	134,000	113,000	22,000	3,000	3,000	2,000	—	40	33	7	1	—	—	—
1875-84 ..	389,000	103,000	109,000	45,000	13,000	17,000	10,000	—	26	28	12	8	1	3	—
1885-94 ..	453,000	119,000	98,000	56,000	47,000	48,000	38,000	—	26	22	12	10	4	8	—
1895-1904 ..	463,000	56,000	28,000	38,000	114,000	102,000	77,000	18,000	12	6	8	25	22	17	4
1905-14 ..	1,012,000	96,000	34,000	41,000	220,000	235,000	199,000	57,000	10	8	4	22	23	20	6
(2) 1895-1914 (Quinquennial Periods).															
1895-99 ..	275,000	53,000	24,000	25,000	60,000	47,000	41,000	5,000	19	9	9	22	17	15	2
1900-04 ..	651,000	59,000	31,000	52,000	168,000	157,000	113,000	31,000	9	5	8	26	24	17	5
1905-09 ..	989,000	104,000	35,000	45,000	218,000	244,000	187,000	45,000	11	4	5	22	25	19	5
1910-14 ..	1,035,000	89,000	32,000	36,000	221,000	226,000	211,000	69,000	9	3	3	21	22	20	7

Questions and Exercises for Revision.

1. The Rhine Valley afforded a convenient highway from the North Sea to Switzerland. Show why it did, and name the highlands that border the valley. Show in like manner why the Rhone Valley was of so great importance of old.

2. The scarcity of land fit for cultivation in Norway, the breakwater-like fringes of islands, and the abundance of timber for building wooden ships, early turned the Norwegians into a people of fishers and sailors. Explain why. In what ways were the — (a) Greeks, (b) the Venetians, (c) the Dutch compelled to become seamen?

3. In what manner has the sea been a defence for Holland? What are, from the point of view of protection, the best natural boundaries? Is a river, like the Rhine between the regained provinces and Germany, an effective boundary?

4. What are the disadvantages of Madrid as the capital of a great country? How is it that, in spite of the disadvantages, Madrid is becoming a fine and very popular city? Does Moscow suffer from any disadvantages as a capital? Why was Belgrade a very unsatisfactory capital; why is Athens?

5. During the seventeenth century the Dutch held the supreme sea-power. The East Indies were practically theirs. Cape Horn was rounded by Dutch seamen and called after one of their little fishing villages; they possessed Ceylon, and also the gate into North America at New Amsterdam (which we now call New York), and they were the European carriers.

Can you find any reasons in geography why this should have been so? Were there any reasons why England, which had broken the sea-power of Spain in 1688, should have been behind Holland?

6. Monaco, with its beautiful town of Monte Carlo, is a tiny principality under the control of France. It is surrounded by a French department, except towards the Mediterranean. Examine your map and show why the place is one of the world's foremost pleasure resorts.

7. What is the best time of the year to visit the Riviera? When may we expect too much rain, when too much sun?

8. The twenty-four longest rivers of Europe are, in the order of their length, given below.

- | | | |
|------------------|--------------|-------------------|
| 1. Volga. | 12. Oder. | |
| 2. Danube. | 13. Tagus. | river flow- |
| 3. Ural. | 14. Loire. | ing into the |
| 4. Dnieper. | 15. Memel. | Black Sea). |
| 5. Don. | 16. Mezen | 19. Ebro. |
| 6. Petchora. | (a Russian | 20. Dwina (flow- |
| 7. Dniester. | river flow- | ing into |
| 8. Rhine. | ing into the | White Sea). |
| 9. Vistula. | Arctic | 21. Rhone. |
| 10. Elbe. | Ocean). | 22. Seine. |
| 11. Dwina (flow- | 17. Douro. | 23. Garonne. |
| ing into | 18. Bug (a | 24. Guadalquivir. |
| Baltic). | Russian | |

- (a) Show, from the number of towns upon their banks, that length has little to do with importance. What is the great drawback of the Volga, what—to a less degree—of the Danube?
- (b) Arrange another order, this time an order of importance from the point of view of human life.
- (c) Name the chief towns of the first six rivers in your re-arranged list.

9. The six lakes of Europe that cover the greatest areas are :

- | | |
|---------------------|---------------------|
| 1. Ladoga (Russia). | 4. Peipus (Russia). |
| 2. Onega (Russia). | 5. Wetter (Sweden). |
| 3. Wener (Sweden). | 6. Salma (Finland). |

- (a) Where are the great lake districts of Europe? Trace their outlets to the sea.
- (b) Here are a dozen much better known lakes. Try to explain why we know so much more about these latter.

- | | |
|--------------------------------------|------------------------------------|
| 1. Geneva (Switzerland and France). | 6. Lugano (Italy and Switzerland). |
| 2. Constance (Switzerland, Germany). | 7. Como (Italy). |
| 3. Garda (Italy). | 8. Lucerne (Switzerland). |
| 4. Neuchatel (Switzerland). | 9. Zurich (Switzerland). |
| 5. Maggiore (Italy and Switzerland). | 10. Neagh (Ireland). |
| | 11. Lomond (Scotland). |
| | 12. Windermere (England). |

- (c) Give an estimate of the number of times the area of Loch Lomond (about 27 square miles) is contained in the area of Lake Ladoga.

10. The coal-producing areas of Europe outside the United Kingdom are as given below. Show what industries are carried on in these areas.

FRANCE : In the Pas-de-Calais, Saar Valley, Nord, the basin of the Loire.

BELGIUM : around the towns of Charleroi, Liège, Mons and Namur.

GERMANY : In the Ruhr Valley round Aachen, in Silesia and in Saxony.

CZECHOSLOVAKIA : In Bohemia and Silesia.

POLAND : around Warsaw.

RUSSIA : in the Donetz basin.

SPAIN : north of the Cantabrian Mountains.

11. The leading exports, in order of value, from the districts noted below are shown. From an examination of your map show what advantages the districts derive from these products. To which countries are the products likely to go?

RUSSIA : Grain (Odessa is the chief exporting city); timber (Riga and Leningrad); eggs and butter. (These were the conditions before the Great War, and are likely to become so again as a result of geographical conditions.)

SWEDEN : Timber and wood pulp ; iron and iron ore, butter.

NORWAY : Codfish, timber and wood pulp.

SWITZERLAND : Cottons and silks, watches, cheese and condensed milk.

PORTUGAL : Wine, cork, fruits.

GREECE : Currants (over a third of the total); iron and lead, olive-oil and wine.

ITALY : Raw silk (a quarter of the whole); cottons (chiefly for the South American market); silks, olive-oil and fruits.

SPAIN : Iron ore (Bilbao), lead and copper ores, wine, oranges.

FRANCE : Cottons, silks, woollens, wine, iron and steel goods.

DENMARK : Butter (two-fifths of the total) ; meat (a quarter of the total) ; iron and steel goods.

12. From an examination of the map describe the build of the regions that form the border lands of France and Germany. What are the most important routes across this frontier? What are the chief towns joined by these routes?

13. In what parts of Europe should we find Croats, Slavs, Magyars, Walloons, Dutch, Flemish, Bretons, Basques, Finns? Why do we find ruins of Greek buildings in Sicily? Why was the former Austria-Hungary called "a ramshackle empire of warring nationalities"? Show how the various peoples are now grouped in that region?

14. Write a short account of the physical features of one of the regions named below. Illustrate your answer by a sketch map.

- (a) The Hungarian Plain.
- (b) The Middle Rhine between Basle and Cologne.
- (c) The Ardennes Region.
- (d) The Plain of Lombardy.
- (e) The Ukraine Region.
- (f) The Rhone Valley from Genoa to Marseilles.

15. Examine the position of the towns, Venice, Constantinople, Madrid, Leningrad. Try to explain how the position has helped or hindered the growth of the towns. Which of them has the best chance of development in the future, and why?

16. Examine on your maps the coast-lines of France and of Germany. Then compare these coast-lines so as to answer the questions :

- (a) Which is the better adapted for defence?
- (b) Which is the better adapted for trade?

17. Into what natural regions would you divide France? Show what distinguishes each region?

18. By means of a sketch map show the exact situation of the four ports following : Archangel, Danzig, Genoa, Salonika.

Show how the position in each case influences the growth and trade of the port.

19. By what alternative routes may we travel—

- (a) From London to Paris?
- (b) From London to Madrid?

Compare the two routes for each town in regard to (1) quickness, (2) comfort, (3) scenery, (4) cost.

20. Name one French, one Italian, one German, and one Austrian river, each having its main supply of water from the Alpine region.

There is no coal in the Alps : how then is it possible for the Swiss to be a manufacturing as well as a pastoral and agricultural people?

21. From an examination of your map try to account for the following :

- (i) Our wine supply comes chiefly from—(a) the Garonne district (claret), Champagne and Burgundy ; (b) Southern Spain, Xeres and Malaga being the centres of cultivation (sherry and malaga) ; (c) Portugal (the port of Oporto). Each of these divisions supplies about 25 per cent. In normal times the Middle Rhine regions send hock and moselle ; Sicily sends marsala, and Hungary sends tokay.
- (ii) In spite of the absence of coal, Zurich and Basle have important manufactures (of silks, cottons and lace).
- (iii) Hamburg is, in ordinary times, the greatest sugar market in the world.
- (iv) Archangel, the first Russian port to trade with Britain, suffers under great disadvantages.
- (v) Round Kazanlik is an area of over 500 miles under rose culture (attar of roses), and Cologne has a great number of factories for distilling the perfume of flowers.
- (vi) Our military station, Malta, is of great importance.
- (vii) Our ships take cottons to the Grecian islands and bring back currants ; they take woollens to Riga and bring back timber.
- (viii) The chief fishing peoples of Europe are the British, Dutch, Danes, Norwegians.
- (ix) Naples exports a great deal of sulphur. Is there any reason in history why Amsterdam should be the chief town in the world for diamond cutting?



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